A PROGRAM FOR RENEWAL

- NEIGHBORHOOD ANALYSIS STUDY -

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PLANNING AREA

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CHAPTER 1

INTRODUCTION

Environmental blight, its existence, prevention and elimination is the subject of this report.

Exciting topography, spectacular views and abundant natural vegetation provide the Asheville Metropolitan Area with one of the nation's most attractive environmental settings. Ironically, a great deal of the most desirable views and land is located in sections of obsolete and sub-standard conditions. Herein lies a challenge to revitalize these areas and, in some instances, completely change the pattern of development and the use of land.

The quality of present environmental conditions and that of future years depends upon the Metropolitan Area's response to the problems of blight. An effective action program encompassing both physical and social renewal treatment is needed now in the areas where the potential for decline is ever present, in the completely deteriorated areas where clearance is the only cure and in the areas where growth is yet to take place.

Failure to take proper action will simply result in more areas of complete deterioration, in the rapid decline of moderately blighted areas, in the emergence of more borderline areas and in the creation of new problems by unplanned future development. Prevention is expensive but the failure to take preventative action will be far more costly. More costly, not only in terms of the Metropolitan Area's image, of civic apathy, of disease, of crime, and tax losses, but in the increased cost of delayed renewal action.

Responsible programs of blight prevention now exist in the Metropolitan Area. The programs consist of the Asheville Redevelopment Commission's federally sponsored Civic Redevelopment and East Riverside projects, the comprehensive planning program of the Asheville-Buncombe County Metropolitan Planning Board, the code enforcement program of the City of Asheville, expanding projects of the Asheville Housing Authority and the work of the Buncombe County Planning Council, among others.

This study's objective is to provide these and other groups with information and recommendations which will serve as a guide for formulating urban renewal policy. To this end, the neighborhood analysis report:

- - investigated the extent, nature and causes of blight in each of thirty-six study areas delineated for this report.

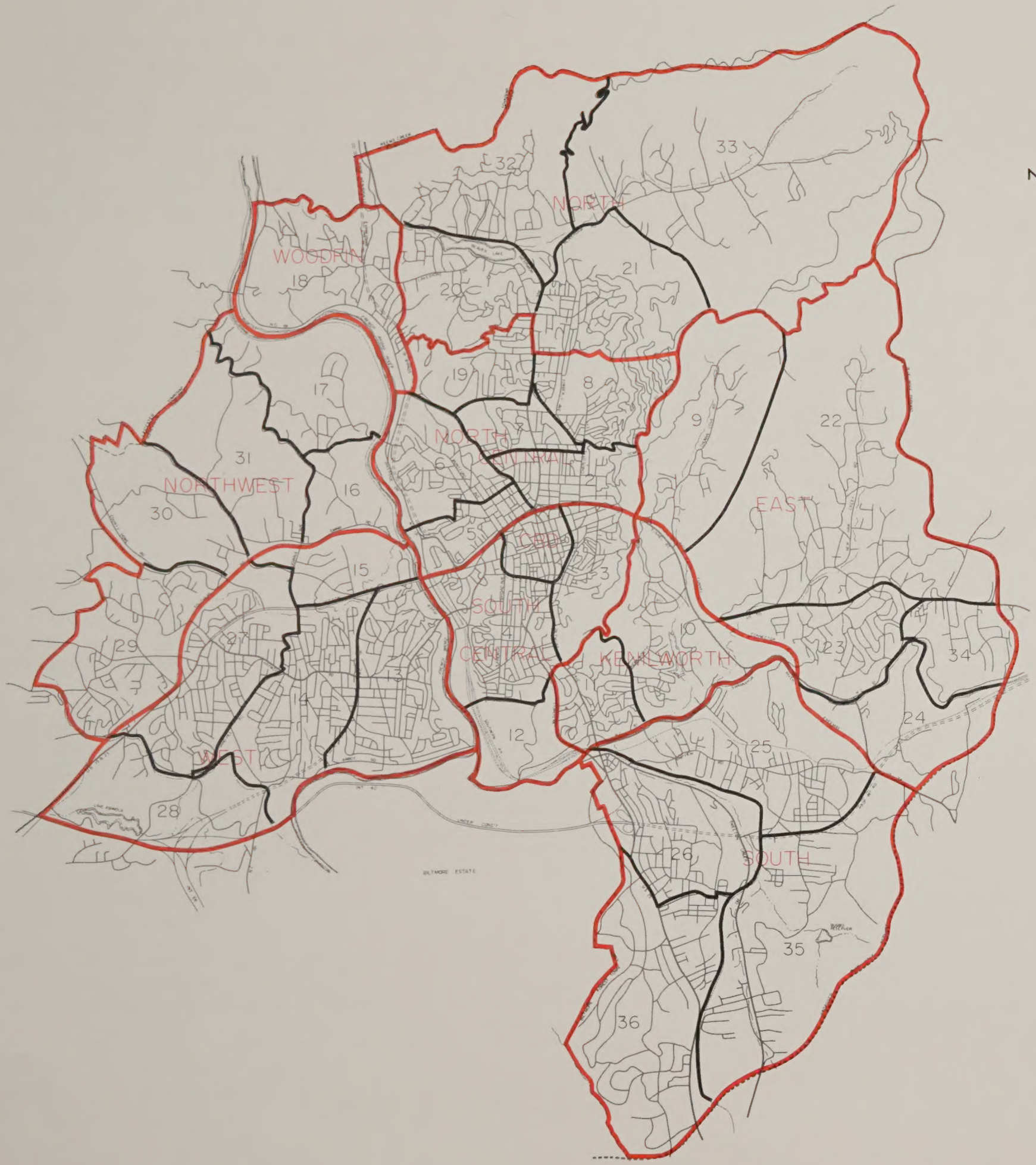
- - collected, mapped and analyzed information on physical and social conditions related to blight.

- - recommended the kinds of actions needed in each study area.

- - proposed a general renewal plan including the identification of possible rehabilitation and redevelopment projects.

The report also enables the City of Asheville to meet its Workable Program requirements regarding neighborhood analyses. Continuous approval by the Department of Housing and Urban Development, of Asheville's Workable Program (a local commitment to combat slums and foster local development through 1) codes and ordinances, 2) comprehensive community planning, 3) neighborhood analyses, 4) administrative organization, 5) financing, 6) housing for displaced families, and 7) citizen participation) is a prerequisite to obtaining federal aids for urban renewal, public housing, and special types of F.H.A. Mortgage Insurance. In addition, an active, long-range comprehensive planning program for the metropolitan area is necessary for participation in federal programs such as 50% grants for acquisition and development of open space land, 50% grants for water and sewer facilities, grants for mass transportation projects, highway funds and others.

NEIGHBORHOOD ANALYSIS PLANNING AREA



BOUNDARIES:

- STUDY AREAS
- STUDY UNITS

MAP 1

NEIGHBORHOOD ANALYSIS PLANNING AREA

The delineations described below and shown on Map I were officially adopted by the Asheville-Buncombe County Metropolitan Planning Board for use in the comprehensive planning program and for the purposes of this report. These delineations were reviewed by the appropriate agencies for coordination with census tracts and traffic zones.

PLANNING AREA

The Neighborhood Analysis Planning Area was limited to the major urbanized portion of the Asheville Metropolitan Area. As delineated, this included the entire corporate limits of the City of Asheville plus adjoining developed land or land with development potential. In some instances, the Planning Area was extended to utilize natural boundaries. Using the City of Asheville as a base, the boundaries determined appropriate for the limits of this study were the Blue Ridge Parkway on the east and southeast; the Biltmore Estate and French Broad River on the south; the Biltmore Estate grounds on the southwest; the limits of development as defined by streams, roads, ridge lines, and township boundaries on the west; and the ridge lines of mountains on the north.

STUDY AREA DELINEATIONS

The Neighborhood Analysis Planning Area was divided into 36 study areas to obtain smaller units which could be studied more comprehensively and in greater detail. These study areas will become a part of the Metropolitan Planning Program and serve as logical areas for collecting and analyzing data needed to formulate and keep current the various elements of the comprehensive planning program. An attempt was made to delineate areas which have common problems and are similar in regard to physical and social characteristics.

The study areas were established by considering factors such as:

Natural boundaries - the French Broad and Swannanoa Rivers, major creeks, crests of defined mountain ranges.

Man-made obstacles - existing and proposed interstate and expressway routes, thoroughfares, railways, the Blue Ridge Parkway.

Large non-residential land holdings such as the Asheville Country Club and the Biltmore Estate.

Other considerations such as the character and type of housing, land use patterns, and the limits of development.

STUDY UNITS

Groups of study areas were designated as study units to provide better organization and less duplication to this report and to provide general information and analysis for large major sections of the Planning Area. In two instances, study units consisted of only one study area. For example, the Central Business District Unit, (Study Area 1), because of its unique character, and the Woodfin Unit (Study Area 18) because of the French Broad River which isolates it on the west and the radically different residential character which is located to the east.

CENSUS TRACTS

The Asheville Standard Metropolitan Statistical Area (Buncombe County) is eligible for census tracts. Statistical data on age, sex, marital status, income, education, and employment status of the residents, and type, quality, size and ownership of homes will be provided on a tract basis, if approved tracts are established.

To coordinate the collection of data, a preliminary census tract proposal was developed as part of this study. Bureau of the Census requirements for tract boundaries make it difficult for the study areas and census tracts to be 100 percent identical. Population requirements, for example, (at least 2,500 persons per tract) limited the number of census tracts which could be established. Coordination was achieved, therefore, by assuring that no overlap developed between tract and

study area boundaries. In some instances tract and study areas are identical, and in other cases several study areas were delineated within one census tract. Census tracts were also proposed for parts of Buncombe County not included in this study.

This study has provided the Asheville Metropolitan Area with an excellent start toward effective coordination of the various types of statistical collection areas. It is recommended that this policy be maintained whenever amendments are made to the study areas and census tracts in the future.

RENEWAL TREATMENT ACTIONS

A specific type of renewal treatment has been recommended for all portions of the Neighborhood Analysis Planning Area. Recommendations as to the type of action needed by study area are made in Chapter III, Study Area Analyses, and the general plan for renewal treatment is outlined in Chapter IV. Five types of renewal treatment classifications have been developed and used in the preparation of a renewal program for the Metropolitan Area. A definition and discussion of each follows:

CONSERVATION TREATMENT

Conservation is the treatment recommended for areas where desirable environmental conditions exist and blighting factors are relatively non-existent. Typically, this treatment is proposed for stable, sound areas in which the only blight preventative action needed is to maintain and strengthen the existing situation. Such areas might consist of lower priced structures and property as well as the moderate and high value sections where such conditions typically exist. These areas should remain in good condition with strict code encorcement, sound zoning and subdivision controls, intelligent comprehensive planning and continued interest by property owners.

DEVELOPMENT PLANNING AND REGULATION

This recommended treatment proposes the preparation of a detailed development plan for future growth and the re-evaluation or initial adoption of planning controls such as zoning, subdivision regulations, building and housing codes, etc. This type of treatment would usually be appropriate for areas with considerable development potential, or largely undeveloped but slow growth areas. In such areas no critical blighting problems may exist or the effects of existing blight is restrained because of scattered locations in a sparsely developed semi-rural environment. The need is to prevent blight by planning for the orderly growth of vacant land, and to eliminate and retard the nominal amount of existing blight as sound development encroaches upon, isolates and displaces such conditions.

REHABILITATION TREATMENT

Rehabilitation treatment action is recommended where the potential for environmental decline is strong. The proposed treatment is one of prevention rather than cure; the goal is to prevent the need for future federally assisted rehabilitation and redevelopment projects. Blighting conditions in areas designated for rehabilitation treatment are similar to many of the conditions found in areas where rehabilitation or clearance projects are recommended. The major difference is one of degree and of potential for upgrading to an area of sound, stable environmental conditions.

Rehabilitation treatment may require the following actions: intensive code enforcement; repair, upgrading and expansion of public facilities and services; encouragement of private action in repair and upgrading of property; adequate social and educational programs; adoption of additional planning controls; and the promotion of neighborhood organization. A detailed plan for coordination of these actions should be prepared and administered by the Metropolitan Planning Board. The provision of adequate attention to rehabilitation treatment

areas is a very important aspect of the total renewal effort because of the long range blight prevention benefits which can be realized. The promotion of local self-help organizations and the commitment and support of local government is the key to an effective rehabilitation treatment program.

REHABILITATION PROJECT

This type of renewal action is recommended for areas which could qualify as a federally sponsored rehabilitation project. Declining areas which are in danger of becoming thoroughly blighted, partially blighted, but functionally obsolete areas and transitional areas with blighted conditions would generally receive this designation. The objective is to eliminate the existing causes of blight and obsolescence and restore healthy environmental conditions.

Rehabilitation project action would include spot clearance of structures rated sub-standard dilapidated, renovation and modernization of salvable substandard structures, intense code enforcement, provision of needed street, utility, education and recreation facilities, clearance and relocation of incompatible uses and other measures needed to correct blighted conditions. Successful rehabilitation project action will halt the spread of blight and prevent the inevitable necessity for more costly clearance and redevelopment projects. Planning and administration of rehabilitation projects are the responsibility of the officially designated Local Public Agency.

REDEVELOPMENT PROJECT

Redevelopment project action is recommended for areas that have declined into an advanced stage of deterioration and blight which makes rehabilitation unfeasible or, in certain instances for blighted areas where public re-use is planned. Such areas must meet Federal and State qualifications as Urban Redevelopment Projects.

This type of action involves the acquisition of substandard land and structures, demolition of non-salvable structures and incompatible uses, site clearance, reuse planning in accordance with the comprehensive plan and re-sale and redevelopment of land for its most appropriate use. The officially designated Local Public Agency is responsible for federally sponsored redevelopment projects.

CHAPTER 2

EXISTING CONDITIONS

the neighborhood analysis planning area

This chapter contains information and an analysis of some of the more pertinent environmental conditions in the total Neighborhood Analysis Planning Area and/or an explanation of methods and standards used in the analysis of each study area. More detailed information and analysis and specific recommendations can be found in Chapter III which treats each of the thirty-six Study Areas and nine Study Units separately.

LAND USE

The use of land greatly influences the urban environment. Misuse of the land is a strong contributor to environmental blight and economic failure. It is a mistake, once committed, which cannot easily be corrected without costly private and public expense. For this reason land use characteristics are treated in the Study Area analyses.

A survey was made of the use of every parcel of land within the Planning Area. The results of the survey were recorded on maps and a statistical analysis was made for each study area. Maps showing this information are presented in the written analysis of each study area in Chapter III. Reproducible land use maps and more detailed statistical information is on file at the Metropolitan Planning Board office.

Land use statistics for the Planning Area present the following land use picture:

An area of very low residential densities, but with an unusually large percentage of land in residential use; important as a commercial center with a relatively low percentage of land devoted to industrial use, and with a large amount of vacant land.

NEIGHBORHOOD ANALYSIS PLANNING AREA

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	7,310	22	53
SINGLE FAMILY	6965	21	50
MULTI-FAMILY	345	1	3
COMMERCIAL	782	2	6
INDUSTRIAL	384	1	3
PUBLIC & SEMI-PUBLIC	1,832	6	13
STREETS	2,700	8	19
RAILWAY	385	1	3
WATER	406	1	3
VACANT LAND	19,355	59	-
TOTAL ACRES	33,154	100	100

PERCENT DEVELOPED LAND: 41
STRUCTURES PER RESIDENTIAL ACRE: 2.9
HOUSING UNITS PER RESIDENTIAL ACRE: 3.3

Land use problems prevail throughout the Planning Area, but are most critical in the central part of Asheville and along the major thoroughfares. Some of these problems are:

Intermixture of Incompatible Uses- This condition is found mostly in the central part of Asheville, in the Asheville central business district and in industrial and commercial areas where some residences remain despite intrusion of non-residential uses.

Poorly Platted Lots - This problem is found at scattered locations throughout the Planning Area. Odd-shaped land parcels of varying sizes discourage development and produce an inefficient circulation system. Sound subdivision controls should be adopted throughout the Planning Area to prevent further growth of poor platting practices.

Uncontrolled Outside Storage - Accumulations of junk, abandoned motor vehicles, old appliances, etc. stored outside in residential areas are a major problem in the unincorporated, unzoned portions of the Planning Area. Outside storage is also a problem in the industrial sections within the City of Asheville where haphazard location on the site has created unsightly conditions.

Flooding - Flooding conditions are a problem along the French Broad and Swannanoa Rivers. Incorporation of flood control provisions in local zoning ordinances would help this particular problem.

Inadequate Buffer Treatment - Inadequate or no buffer treatment exists between residential and non-residential land uses throughout the Planning Area. This condition is most critical where residences are adjacent to commercial activities along the major thoroughfares.

Poor Site Design- This problem is primarily limited to commercial and industrial uses. It has produced an unattractive physical setting along most of the major routes and has contributed to off-street parking and access problems.

The Study Area Analyses in Chapter III presents a written discussion of land use characteristics for each study area. This includes the identification of specific problems and of the many good features of land development in the Planning Area. The study of land use is not the purpose or responsibility of this report; however, a suggestion of what is likely to occur regarding future land use is made for each area. It is strongly recommended that this effort plus the data made available by this and other recent planning studies be used as a foundation for undertaking a thorough revision of the Metropolitan Area's existing land use plan. The existing plan was completed in 1961 and has not been updated since that time despite the increased data which is available and the many new developments which have occurred.

PLANNING CONTROLS

Within the Planning Area, zoning exists only in the Asheville corporate limits with subdivison regulations now in effect for both Asheville and a one mile area surrounding the city limits.

ZONING

Zoning is the most important legal control for regulating and guiding the use of land. Zoning's purpose is to protect the public health, safety and general welfare. This it does, if properly administered, through requiring appropriate land use patterns, desirable densities, ample open space, sufficient lot size, off-street parking and other land use controls. Any one of these factors, if inadequate, can contribute to blighting conditions.

Detrimental conditions which could have been prevented by zoning controls are apparent in the unzoned portions of the Planning Area. Inappropriately located land uses, unregulated trailer parks and outside storage are the major problems which could have been averted. Fortunately, the sparse development found in the unzoned areas lessens the adverse effects on these problems, but unfortunately, zoning controls are not retroactive and the existing ills, however minor, have cast an image which discourages quality growth.

Immediate steps should be taken by the proper governmental units to secure zoning controls for all sections of the Planning Area by the application of the City of Asheville's one mile extra-territorial zoning jurisdiction and the adoption of county zoning.

SUBDIVISION REGULATIONS

Many existing problems exist because of the lack of adequate subdivision control in the past. Lack of continuity to the street system, creation of unusable parcels, small lots, narrow streets, hazardous streets, and unsafe intersections are but a few of the problems inherited from the past. Subdivision regulations have stopped the future occurance of these problems in Asheville and its one mile area of jurisdiction. However, the remainder of the Planning Area (and of Buncombe County) is open to the mistakes of the irresponsible developer as well as the benefits of the responsible developer.

This outlying land is the neighborhoods of the future, and its protection by subdivision controls is even more important than the densely developed sections where future subdivision activity is limited. The adoption of county subdivision controls is recommended. If this is not done, the City of Asheville should endorse the passage of a special act by the General

Assembly enabling it to exercise subdivision controls within a three mile area of the corporate limits.

POPULATION

An estimated population for the Planning Area and for each study area was derived by multiplying the housing units counted in the land use survey by the average number of persons per dwelling unit as reflected in the 1960 census of housing. The Asheville Standard Metropolitan Statistical Area average of 3.1 per dwelling unit was used for Study Areas outside the 1960 Asheville City Block statistics. 2.5 per dwelling unit for study areas within Block Area Boundary A (generally North Asheville) 2.9 for Block Area Boundary B (the North Central Study Unit), 3.2 for Block Area Boundary C (generally West Asheville), and 3.1 for Block Area Boundary D (south and east parts of Asheville). Based on these averages the Planning Area has a current population of 63,108 whites and 11,663 non-whites for a total population of 74,771.

To aid those responsible for the planning and development of the Metropolitan Area this report made an analysis of the ultimate population potential of the Planning Area and each study area. This estimate should not be confused with 1980 population projections set forth in other Metropolitan Planning Board reports as it is not a prediction of growth but merely a general estimate of how many people can occupy the land. The estimate assumes various densities for land suitable for and likely to be used for residences. The estimated number of dwelling units were then multiplied by the existing SMSA average of 3.1 persons per dwelling unit to give the ultimate population potential. The reasoning for each area estimate is explained in the Study Area Analyses.

PLANNING AREA POPULATION

STUDY AREA	AVERAGE PER DWELLING UNIT	WHITE	NON-WHITE	TOTAL	ULTIMATE POPULATION POTENTIAL
20	2.5	1,437	-	1,437	3,118
21	2.5	1,785	-	1,785	3,199
32	2.5	1,252	-	1,252	3,329
33	3.1	1,432	-	1,432	11,079
NORTH UNIT TOTAL		5,906	-	5,906	20,725
9	3.1	635	34	669	3,598
22	3.1	2,845	56	2,901	10,629
23	3.1	1,900	-	1,900	2,844
24	3.1	186	-	186	1,610
34	3.1	1,168	-	1,168	2,907
EAST UNIT TOTAL		6,734	90	6,824	21,588
2	2.9	3,659	510	4,169	5,064
5	2.9	1,662	1,636	3,298	5,146
6	2.9	2,027	371	2,398	3,663
7	2.9	2,317	-	2,317	4,375
8	2.9	2,091	-	2,091	3,176
19	2.9	1,784	-	1,784	2,667
NORTH CENTRAL UNIT TOTAL		13,540	2,517	16,057	24,091
16	3.1	282	-	282	2,012
17	3.1	723	-	723	3,462
29	3.1	2,074	-	2,074	3,097
30	2.9	533	-	533	2,455
31	3.1	859	-	859	4,371
NORTHWEST UNIT TOTAL		4,471	-	4,471	15,387
13	3.2	4,797	54	4,851	6,651
14	3.2	4,925	474	5,399	6,042
15	2.9	632	-	632	1,756
27	3.2	5,203	3	5,206	6,697
28	3.1	347	-	347	2,365
WEST UNIT TOTAL		15,904	531	16,435	23,511
3	3.1	399	2,099	2,498	3,400
4	3.1	800	5,103	5,903	5,903
12	3.1	109	6	115	696
SOUTH CENTRAL UNIT TOTAL		1,308	7,208	8,516	9,999
10	3.1	1,668	12	1,680	2,904
11	3.1	1,612	186	1,798	3,146
KENILWORTH UNIT TOTAL		3,280	198	3,478	6,050
25	3.1	3,224	59	3,283	5,329
26	3.1	1,419	524	1,943	4,299
35	3.1	1,956	136	1,992	6,061
36	3.1	2,393	304	2,697	4103
SOUTH UNIT TOTAL		8,992	1,023	10,015	19,792
18 (WODDFIN)	3.1	2,527	-	2,527	6,076
1 (C.B.D.)	2.0	446	96	542	542
PLANNING AREA TOTAL		63,108	11,663	74,771	147,761

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

Information regarding population and income characteristics of families living in substandard dwelling units is very valuable to those responsible for implementing renewal programs. This is especially true concerning relocation problems resulting from clearance project action. The ability to effectively offer relocation possibilities to displaced families determines the degree of urban redevelopment which can be accomplished and the priority for undertaking particular projects. To aid this phase of the total renewal program, as well as the human and social aspects of renewal, information was obtained and tabulated on family size, age characteristics, occupational status, income, contract rent, property ownership, and extent of over-crowding.

SAMPLE SURVEY

Because census tract data is not available for the Asheville Metropolitan Area, a questionnaire was designed to obtain desired family characteristics information through field interviews. Personal interviews were made with 543 white and 343 non-white families (25% sample) living in substandard housing units.

The accumulated data was tabulated in usable form by study area and for the Planning Area. Completed survey sheets and detailed tabulations are available in the files of the Metropolitan Planning Board. Statistical results of the survey are presented by study area in Chapter III of this report. A written and statistical analysis of the survey results for the entire Neighborhood Analysis Planning Area follows in this section.

SURVEY FINDINGS

An analysis of the family characteristics data reveals the following significant facts:

Family Size Sub-standard dwellings house larger families than are found in standard housing. This is, of course, typical of slum neighborhoods and can be attributed to lower educational attainment, lower incomes, and ignorance of proper birth control knowledge. Surprisingly, however, the white family size is only slightly higher than the size of families living in high value housing in Study Area 21. Non-white families were found to have 4.2 members compared to the Metropolitan average of 3.3.

Age Characteristics Age characteristics of people living in sub-standard housing is significantly different from that of the Metropolitan Area. Forty-seven percent of those living in sub-standard housing are under 20 years of age, compared to 37 percent for the Metropolitan Area; 19 percent are in the potentially productive 20 to 40 year age group, against 25 percent for the Metropolitan Area; and the older adults are only 34 percent compared to 38 percent.

These figures accurately point out a major problem of blighted residential environments. That is, a greater number of children to be supported by fewer productive workers. The smaller percentage of older people can be attributed to the higher mortality rates which result from the many factors contributing to blight.

Occupational Status Over 88 percent of those working are employed in unskilled and semi-skilled jobs. This percentage is generally true for both the white and non-white workers.

Income The income of those residing in poor housing is significantly below that for the City of Asheville, the State, and the Nation. This factor, along with lower educational levels, is the root cause for the continued existence of blighted housing. Demolition of structures and new development cannot completely solve the problem of blight without being complemented with equally effective programs of human and social renewal.

The slum resident in Asheville has an average family income of $3501, compared to $5900 for the average citizen. An even lower yearly income of $3224 holds true for the non-white family. These lower incomes combined with larger family sizes point out an even greater deficiency in per capita income. Per capita income for occupants of substandard dwelling units is $863 for whites, and an extremely low $659 for non-whites, compared to $1928 for the City of Asheville.

48 percent of the non-white families were receiving public assistance compared to 10 percent of the white, while 39 percent of the white families were receiving social security payments compared to 29 percent of the non-whites.

Occupancy Characteristics Home ownership is as strong or stronger for sub-standard housing as it is for standard housing. Sixty-three percent of the white and 57 percent of the non-white families living in sub-standard structures are home owners compared to the 1960 census figure of 58.4 percent for all structures in the City of Asheville.

Contract rent is some $20 lower than the Asheville average of $51.00, reported in the 1960 census. Average rent for non-white families ($28.90) is about $6.00 lower than for white families ($34.72).

Overcrowded living conditions are much greater in sub-standard housing units than for the Metropolitan Area. This is, of course, to be expected as overcrowding is one of the major causes of blight. For the purposes of this report, the standard census category of 1.01 or more persons per room was used as an indication of over-crowded conditions.

9.5 percent of the total dwelling units contained 1.01 or more persons per room compared to 24.7 percent for sub-standard units. The survey indicated an even higher percentage of overcrowding (27.1%) in the sub-standard units occupied by non-whites.

Travel to Work The overwhelming majority of people residing in sub-standard housing travel to work by automobile. This means of travel accounts for 65 percent of the travel to work; buses for 21 percent; and 12.5 percent walk. However, there is a significant difference between the travel habits of white and non-white occupants of blighted housing. Only 45 percent of the non-whites travel by automobile compared to 79 percent of the whites. 35 percent of the non-whites use bus transportation compared to 11.5 percent of the whites and 18 percent of the non-whites walk, compared to 8 percent of the whites. Relocation of non-whites because of displacement by renewal or other governmental action should give strong consideration to this information.

Other Other interesting or pertinent facts brought out by the family characteristics are:

- - Both parents were away from home during the day in half of the non-white families, while only 22 percent of the white parents were away during the work day. In both cases, the children are supervised by a relative the majority of the time with day care nurseries used by less than one percent of the families.

- - Of the non-white families interviewed, 40 percent indicated that their children had to use streets or vacant lots for play purposes. Only 8 percent of the white families acknowledged such areas as the major play facility for children.

NEIGHBORHOOD ANALYSIS PLANNING AREA

CHARACTERISTICS OF FAMILES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 886

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	67	57	UNDER 6 -	238	211
2 -	124	74	6-13 -	381	310
3 -	100	43	14-17 -	179	160
4 -	93	42	18-19 -	70	48
5 -	66	28	20-29 -	192	134
6 -	38	25	30-39 -	214	116
7 -	30	29	40-59 -	415	279
8 OR MORE -	25	45	60 & OVER -	281	182
TOTAL	543	343	TOTAL	1,970	1,440

AVERAGE FAMILY SIZE: WHITE 3.63 NON-WHITE 4.20
OVERALL AVERAGE FAMILY SIZE: 3.85

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000	15	20	AGRICULTURE	5	1
$1,000 - $2,000	56	53	UNSKILLED	125	147
$2,000 - $3,000	125	73	SEMI-SKILLED	185	85
$3,000 - $4,000	84	57	SKILLED	43	14
$4,000 - $5,000	59	50	PROFESSIONAL	1	6
OVER - $5,000	57	25			

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$ 3,217.	$ 2,638.
AVERAGE INCOME, FAMILY:	3,669.	3,224.
PER CAPITA INCOME:	862.	659.
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	212.	115.
RECEIVING WELFARE:	50.	71.

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	200	196
OWNER OCCUPIED -	343	147
AVERAGE MONTHLY RENTAL-	$34.72	$28.90

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -	55	83
$25 TO $34 -	38	56
$35 TO $44 -	49	47
$45 TO $54 -	23	6
$55 TO $65 -	20	3
$65 OR MORE -	15	1

OVERALL AVERAGE MONTHLY RENTAL: $ 31.84

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.68	1.97
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	123	93

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 24.7

STRUCTURAL CONDITIONS

The conditions of structures is one of the most noticeable indicators of blight and is the most important factor in measuring the degree of blight. The Neighborhood Analysis Planning Area contains some of the finest residential structures to be found anywhere, but it also has a high percentage of obsolete, unattractive and sub-standard structures. Over 23 percent of the structures in the Planning Area were found to be sub-standard and 25.7 percent of the residential structures were classified as sub-standard. This percentage is significantly higher than the North Carolina average of 20.1 percent for urban areas. Completion of the proposed East Riverside Renewal Project will decrease this average to 18.4 percent. The largest concentrations of sub-standard structures are located in the central part of Asheville and the unincorporated sections in the northwestern part of the Planning Area.

An external survey was made of all structures within the Planning Area. Each structure was rated according to one of the following categories:

Standard- Structures rated standard are in sound condition and repairs, if needed are minor. These are structures which are continuously maintained in good condition with required repairs simply representing proper property management.

Sub-Standard, Rehabilitate - Structures receiving this rating are basically sturdy, but are beginning to show evidence of deterioration. These structures will require major repair work to prevent total dilapidation from occuring. Many buildings receiving this rating are structurally sound but lacking in proper maintenance as obsolescence has discouraged such efforts.

Sub-Standard, Dilapidated - Structures designated as dilapidated are in an advanced state of deterioration which is beyond economic repair. These are structures which should be demolished. Many of these structures were of cheap original construction and have been very poorly maintained.

The results of the structural conditions field survey were recorded on maps and put into usable statistical form. Maps and tables showing structural conditions for each study area are located in Chapter III of this report. Field sheets, large scale maps of each study area, a composite map, and more detailed statistics can be reviewed at the Metropolitan Planning Board office.

Census data was available by blocks for that part of the Planning Area which is within the City of Asheville. This provided information on tenure, housing value and rent for those study areas which are entirely or predominantly within the City. Such information is available by study area in Chapter III.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	14,907	706	735	111	403	1,145	219	18,226
SUB-STANDARD REHABILITATE	2,087	681	137	95	73	332	102	3,507
SUB-STANDARD DILAPIDATED	438	225	12	22	9	124	7	837
TOTALS	17,432	1,612	884	228	485	1,601	328	22,570

RESIDENTIAL STRUCTURES: 20,156 NON-RESIDENTIAL STRUCTURES: 2,414

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	81.6 %	80.4 %
SUB-STANDARD REHABILITATE	14.9 %	15.5 %
SUB-STANDARD DILAPIDATED	3.5 %	4.1 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	17,916	1,222	19,138	81.6
SUB-STANDARD REHABILITATE	2,517	950	3,467	14.8
SUB-STANDARD DILAPIDATED	531	296	827	3.6

LIVING IN SUB-STANDARD HOUSING: 18.4 %

OWNER OCCUPIED: 58.4 % RENTER OCCUPIED: 41.6 %

AVERAGE VALUE: $11,700 AVERAGE RENT: $51.00

* Does not include structures within the East Riverside Renewal Project. When East Riverside is included, percent of sub-standard structures is 23.3%.

SOCIAL CONDITIONS

Social characteristics of blight present problems the solution of which are equally important as those of a physical nature. This report has researched, mapped and made a statistical analysis of pertinent social indicators of blight within the Planning Area. The following conditions were treated:

Tuberculosis Cases (under supervision)
Venereal Disease Cases (2 year period)
Infant Mortality (5 year period)
Public Assistance Cases (now active)
Major Fires (2 year period)
Major Arrest (2 year period)

Information on these conditions was obtained from the various city, county and state agencies responsible for maintaining records and/or administering programs concerning each condition. More detailed information than is presented in this report was collected and is available for review at the office of the Metropolitan Planning Board.

An analysis of this data reveals that the highest incidence of adverse social conditions is in the areas which have a high degree of physical blight. This is the central part of the Planning Area, i.e. the CBD, the North Central Unit, the South Central Unit and to a lesser degree the West Unit. An interesting fact is that Asheville's existing public housing projects are experiencing an extremely heavy occurance of adverse social conditions, especially venereal disease. This condition appears to further substantiate the need for a total renewal program, which includes social and human programs as well as the "new brick and mortar" of physical renewal. Failure to solve the problems of social conditions which are associated with blight will continue to place a financial burden on the Metropolitan Area to provide additional police, fire, and health protection and to increase the amount of needed welfare payments.

Following is a statistical analysis of social conditions within the Neighborhood Analysis Planning Area.

THE NORTH UNIT HAS:
- 2.4 PERCENT OF THE TUBERCULOSIS CASES
- 3.8 PERCENT OF THE INFANT MORTALITY
- .6 PERCENT OF THE VENEREAL DISEASE CASES
- .8 PERCENT OF THE PUBLIC ASSISTANCE CASES
- 3.2 PERCENT OF THE MAJOR ARRESTS
- 6.6 PERCENT OF THE FIRES

THE NORTH CENTRAL UNIT HAS:
- 20.2 PERCENT OF THE TUBERCULOSIS CASES
- 27.7 PERCENT OF THE INFANT MORTALITY
- 25.1 PERCENT OF THE VENEREAL DISEASE CASES
- 26.4 PERCENT OF THE PUBLIC ASSISTANCE CASES
- 13.1 PERCENT OF THE MAJOR ARRESTS
- 20.2 PERCENT OF THE FIRES

THE EAST UNIT HAS:
- 2.4 PERCENT OF THE TUBERCULOSIS CASES
- 3.8 PERCENT OF THE INFANT MORTALITY
- .7 PERCENT OF THE VENEREAL DISEASE CASES
- 2.5 PERCENT OF THE PUBLIC ASSISTANCE CASES
- 3.4 PERCENT OF THE MAJOR ARRESTS
- 4.4 PERCENT OF THE FIRES

THE SOUTH UNIT HAS:
- 8.8 PERCENT OF THE TUBERCULOSIS CASES
- 9.8 PERCENT OF THE INFANT MORTALITY
- 6.0 PERCENT OF THE VENEREAL DISEASE CASES
- 7.4 PERCENT OF THE PUBLIC ASSISTANCE CASES
- 4.9 PERCENT OF THE MAJOR ARRESTS
- 5.1 PERCENT OF THE FIRES

THE SOUTH CENTRAL UNIT HAS:
- 38.6 PERCENT OF THE TUBERCULOSIS CASES
- 24.3 PERCENT OF THE INFANT MORTALITY
- 50.2 PERCENT OF THE VENEREAL DISEASE CASES
- 34.0 PERCENT OF THE PUBLIC ASSISTANCE CASES
- 33.7 PERCENT OF THE MAJOR ARRESTS
- 23.6 PERCENT OF THE FIRES

THE KENILWORTH UNIT HAS:
- 3.3 PERCENT OF THE TUBERCULOSIS CASES
- 6.8 PERCENT OF THE INFANT MORTALITY
- 1.0 PERCENT OF THE VENEREAL DISEASE CASES
- 1.4 PERCENT OF THE PUBLIC ASSISTANCE CASES
- 7.3 PERCENT OF THE MAJOR ARRESTS
- 5.0 PERCENT OF THE FIRES

THE NORTHWEST UNIT HAS:
- .8 PERCENT OF THE TUBERCULOSIS CASES
- 2.3 PERCENT OF THE INFANT MORTALITY
- 1.8 PERCENT OF THE VENEREAL DISEASE CASES
- 4.1 PERCENT OF THE PUBLIC ASSISTANCE CASES
- .9 PERCENT OF THE MAJOR ARRESTS
- 6.4 PERCENT OF THE FIRES

THE WEST UNIT HAS:
- 18.6 PERCENT OF THE TUBERCULOSIS CASES
- 15.6 PERCENT OF THE INFANT MORTALITY
- 6.6 PERCENT OF THE VENEREAL DISEASE CASES
- 15.4 PERCENT OF THE PUBLIC ASSISTANCE CASES
- 14.3 PERCENT OF THE MAJOR ARRESTS
- 19.7 PERCENT OF THE FIRES

THE WOODFIN UNIT HAS:
- 1.8 PERCENT OF THE INFANT MORTALITY
- 2.5 PERCENT OF THE VENEREAL DISEASE CASES
- 4.0 PERCENT OF THE PUBLIC ASSISTANCE CASES
- 3.0 PERCENT OF THE FIRES

THE CENTRAL UNIT HAS: . . . . . 4.9 PERCENT OF THE TUBERCULOSIS CASES
9.8 PERCENT OF THE INFANT MORTALITY
6.0 PERCENT OF THE VENEREAL DISEASE CASES
7.4 PERCENT OF THE PUBLIC ASSISTANCE CASES
4.9 PERCENT OF THE MAJOR ARRESTS
5.1 PERCENT OF THE FIRES

SOCIAL CHARACTERISTICS

STUDY AREA	NUMBER OF FIRES PER 1,000 STRUCTURES	NUMBER OF ARRESTS PER 1,000 POPULATION	NUMBER OF WELFARE CASES PER 1,000 POPULATION	NUMBER OF T.B. CASES PER 1,000 POPULATION	NUMBER OF V.D. CASES PER 1,000 POPULALTION
1	32.79	143.91	75.65	11.07	86.72
2	13.41	3.36	17.27	2.16	8.40
3	33.95	18.82	37.23	10.01	40.03
4	65.00	15.25	39.13	3.90	45.57
5	30.77	5.46	34.87	3.03	34.26
6	7.66	5.42	20.02	-	12.09
7	7.09	2.59	6.91	1.73	4.75
8	16.86	.48	.48	-	.48
9	26.14	7.47	8.97	-	1.49
10	19.49	13.10	4.76	1.79	-
11	4.18	4.45	3.34	.56	.56
12	14.71	-	8.70	-	-
13	11.36	5.57	16.70	1.24	4.53
14	5.91	1.85	8.89	1.48	3.52
15	16.60	4.75	4.75	1.58	3.16
16	31.25	-	17.73	-	3.55
17	11.95	-	2.77	-	-
18	8.79	-	13.45	-	7.12
19	4.18	.56	3.36	1.12	-
20	5.26	2.78	4.87	-	.70
21	4.55	1.12	.56	.56	.56
22	7.90	.69	4.83	.69	1.38
23	-	3.68	2.63	.53	-
24	-	-	-	-	5.38
25	5.09	2.44	7.92	.30	1.83
26	2.66	5.15	18.53	3.60	13.38
27	10.19	3.46	3.07	1.54	1.15
28	38.17	-	8.65	-	-
29	4.29	1.45	7.71	-	6.27
30	9.85	1.88	1.88	-	-
31	20.07	-	8.15	1.16	-
32	3.56	4.79	-	.80	.80
33	18.95	.70	-	.70	1.40
34	-	-	-	-	-
35	2.85	-	-	.50	.50
36	6.67	.37	1.48	.74	5.19
PLANNING AREA	12.01	5.43	12.73	1.66	9.96

FLOODING CONDITIONS

MAXIMUM KNOWN FLOODS

MAXIMUM PROBABLE FLOODS

CHAPTER 3

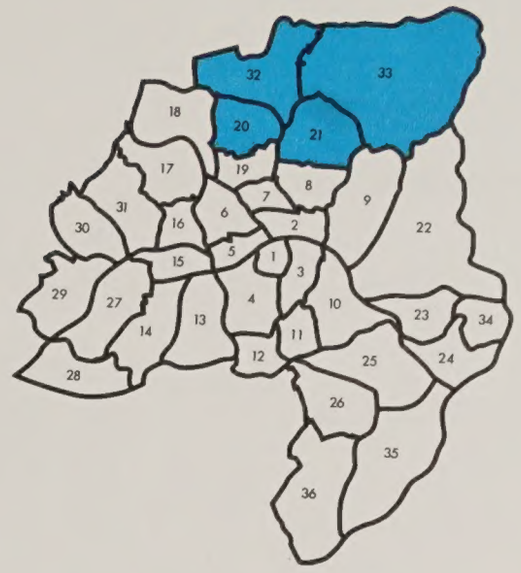
STUDY AREA ANALYSES

This chapter presents an analysis of existing environmental conditions in Study Areas 1-36. Factors considered in the analysis of each study area include:

- General Description
- Land Use Characteristics & Problems
- Population
- Planning Controls
- Structural Conditions
- Characteristics of Families Affected By Poor Housing
- Social Conditions
- Community Facilities
- Thoroughfares
- Significant Impact Features
- Factors Contributing to Blight

Also, it recommends the type of renewal treatment needed and discusses the effect future development will have on each study area.

NORTH UNIT



The North Unit is composed of four study areas - 20, 21, 32, 33, which contain some of the best residential development in the Asheville Metropolitan Area. It is predominantly an area of low density, well maintained, higher priced single-family residences. Commercial activities are limited to one major street - Merrimon Avenue - and industrial use is non-existent.

Blight is not a problem in the North Unit and the small degree which does exist is too sparse for concentrated renewal action. Future development should easily overcome and replace blighted structures and conditions.

Development along Merrimon Avenue forms the only non-residential use of any significance in the North Unit. A mixture of commercial uses are found along this thoroughfare from the Northland Shopping Center in Area 20 to the south border of the North Unit. This commercial strip serves as an elongated convenience shopping center for abutting residential areas. It is zoned Neighborhood Trading but practically any type of retail activity is permitted regardless of compatibility with adjacent residences.

This area needs improved zoning controls as to type of retail activities appropriate for location along Merrimon, better curb cut controls and adequate buffer requirements to protect adjacent residential uses.

It is anticipated that the North Unit - except for Study Area 33 - will fully develop within the next ten years because:

1) It is a relatively centrally located part of the Metropolitan Area which has undeveloped land.

2) Vehicular access to central Asheville is easy relative to other parts of the Metropolitan Area.

3) It enjoys the public image of identification as a prestige section of Asheville.

4) It is served by what is locally considered to be an excellent elementary school, Ira B. Jones.

PERTINENT STATISTICS

POPULATION: WHITE 5906 — ULTIMATE POPULATION POTENTIAL: 20,725
NON-WHITE -
TOTAL 5906

USE OF LAND	ACRES	PERCENT
RESIDENTIAL	1080	15.5
SINGLE FAMILY	1058	15.2
MULTI-FAMILY	22	.3
COMMERCIAL	52	.6
INDUSTRIAL	6	.1
PUBLIC & SEMI-PUBLIC	266	3.8
STREETS & RAILWAY	381	5.3
WATER	52	.7
VACANT LAND	5117	74.0
TOTAL ACRES	6954	100

DEVELOPED LAND: 2.6%
HOUSING UNITS PER RESIDENTIAL ACRE: 2.0

STRUCTURAL CONDITIONS	NUMBER OF STRUCTURES	PERCENT
STANDARD	2121	94
SUB-STANDARD REHABILITATE	122	5
SUB-STANDARD DILAPIDATED	22	1
TOTAL STRUCTURES	2265	100

LIVING IN SUB-STANDARD HOUSING: 6.3%

STREETS SYSTEM

Major Streets

Merrimon Avenue (U.S. 19-23, 25-70) - provides north-south circulation through the area and direct access to downtown Asheville. Will eventually be relieved of U.S. 19-23, 25-70 traffic with opening of I-40 and the Weaverville Freeway. Nevertheless, Merrimon should be widened to effectively carry local traffic.

Major Streets within the North Unit

Beaverdam Road - a major collector of traffic from Study Area 33. Provides access from North Asheville through Beaverdam Valley to the Blue Ridge Parkway. Should definitely be widened, realigned to eliminate many unnecessary and dangerous curves, and paved through to the Parkway. Full development of Beaverdam Valley, an inevitable occurance, makes such action imperative.

Kimberly Avenue - major collector street for Study Area 21. Helps relieve Merrimon Avenue of a great deal of internal north-south traffic by providing access to the downtown area.

Lake Shore Drive - serves as collector for Study Area 20. Should be widened to handle increased traffic from the residential areas. This is especially true to the west because of the Weaverville Freeway interchange to be located slightly west of Lake Shore's intersection with Burnsville Hill Road.

Burnsville Hill Road - provides access from Riverside Drive (N.C. 191) to Merrimon and serves as the North Unit's western boundary. It is too narrow to adequately handle traffic and has dangerous sight distances. Design improvements should be made and the pavement widened.

Summary of Conditions

Traffic circulation in the North Unit is generally good and should remain satisfactory with the completion of the Weaverville Freeway, and the widening of Merrimon Avenue. Beaverdam Road provides the only access to the east; however, such access is not critical because of the undeveloped mountainous terrain which forms a natural barrier. Residential streets satisfactorily serve the North Unit despite an abundance of narrow streets and poorly designed grades, curves and intersections. Many of these conditions result from extremely rugged topographic conditions and have not adversely effected environmental conditions. Subdivision regulations have prevented this problem within recent years. Extension of such controls to the unincorporated sections is badly needed to prevent design problems and assure a continuity to the residential street pattern.

TRAFFIC ACCIDENTS

	VECHICULAR			PEDESTRIAN	
STUDY AREA	Property Damage	Personal Injury	Fatality	Personal Injury	Fatality
20	20	6	-	-	-
21	38	6	-	-	-
32	21	17	1	-	-
33	6	2	-	-	-
NORTH TOTALS	85	31	1	0	0

STREET CONDITIONS

STREET CONDITIONS

STUDY AREA	PAVED STREETS (Miles)	UNPAVED STREETS (Miles)	TOTAL (Miles)
20	11.94	.69	12.63
21	16.63	2.44	19.07
32	18.85	.62	19.47
33	18.63	9.01	27.64
NORTH UNIT	66.05	12.76	78.81

AVERAGE DAILY (24hr) TRAFFIC FLOW

- 1,000 - 4,000
- 5,000 - 9,000
- 10,000 - 14,000
- 15,000 - 19,000
- 20,000 - 25,000

Source: N.C. State Highway Commission

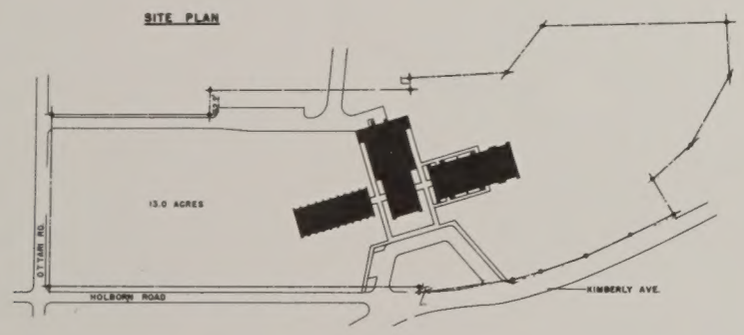
- UNPAVED STREETS
- TRAFFIC FLOW
- PROPERTY DAMAGE
- PERSONAL INJURY
- PEDESTRIAN INJURY
- PEDESTRIAN FATALITY
- FATALITY

COMMUNITY FACILITIES AND SERVICES

SCHOOLS

All of the North Unit but a small part of Study Area 20, is served by the Ira B. Jones Elementary School. This small section is served by the Woodfin Elementary School. The North Unit is in the David Millard Junior High and Lee Edwards Senior High School districts. Ira B. Jones Elementary School is located within 1½ miles of 90 percent of the North Unit's residences. School bus transportation is provided for Ira B. Jones students from Study Area 33. David Millard is in central Asheville and is a 10 to 20 minute drive from the North Unit while Lee Edwards, located south of the downtown Asheville, is a 15 to 20 minute drive.

The Ira B. Jones Elementary School is housed in a modern, very attractive, 5 year old physical plant which consists of three stone and brick buildings. It is located on a 13 acre site in the northwest part of Study Area 21. The site, which blends with adjacent residences, is very well landscaped and is bordered on each side by woods. No blighting influences exist in connection with this school's location, site or physical plant.



Site Size:	13 Acres
Condition of Structure:	Standard - functional
Year Constructed:	1960
Pupil Capacity:	700
Present Enrollment:	760
Playground:	Adequate
Environmental Setting:	Excellent

Existing Needs:

Classrooms:	2
Acreage:	0
Other:	Gym

RECREATION

The Ira B. Jones School playground provides the only public playground space in the North Unit. Facilities consist of an asphalt basketball court and a fairly adequate area for sandlot type ball games. This space adequately serves only Study Area 21. Lack of playground space in Study Area 20 is in part compensated by Beaver Lake and in Area 33 by the semi-rural setting and large amount of undeveloped land. Study Area 32, however, is totally lacking in playground space. The North Asheville YMCA Branch, to be located on Beaverdam Road, will improve the North Unit's recreational needs. Three well developed neighborhood playgrounds are needed in the North Unit to serve Study Areas 20, 32, and 33.

Private recreation facilities include:

Beaver Lake
Beaver Lake Golf Course
Asheville Country Club
Two Church Outdoor Basketball Courts

North Asheville Community Center and Library - The North Asheville Community Center is located in a well maintained new building on Larchmont Avenue in Area 21. It provides the North Unit with library (10,850 books) and community meeting facilities. This facility is appropriately located to also serve Study Areas 7,8, and 19 in the North Central Unit.

FIRE PROTECTION

The incorporated part of the North Unit is adequately served by the North Asheville Fire Station. This station is within two miles of the North Unit's incorporated areas. It is housed in the North Asheville Community Building in the south central section of the North Unit. Unincorporated areas are served by the Woodfin and Beaverdam Voluntary Fire Departments.

MAJOR FIRES

STUDY AREA	NUMBER (Two year period)	PERCENT OF ENTIRE AREA UNDER STUDY
20	3	1.40
21	3	1.40
32	2	.10
33	9	3.80
NORTH UNIT	17	6.70

COMMUNITY FACILITIES

LEGEND:

- SCHOOLS
- PARKS
- FIRE STATIONS
- VOLUNTEER FIRE STATIONS
- COMMUNITY CENTERS
- LIBRARIES

UTILITIES

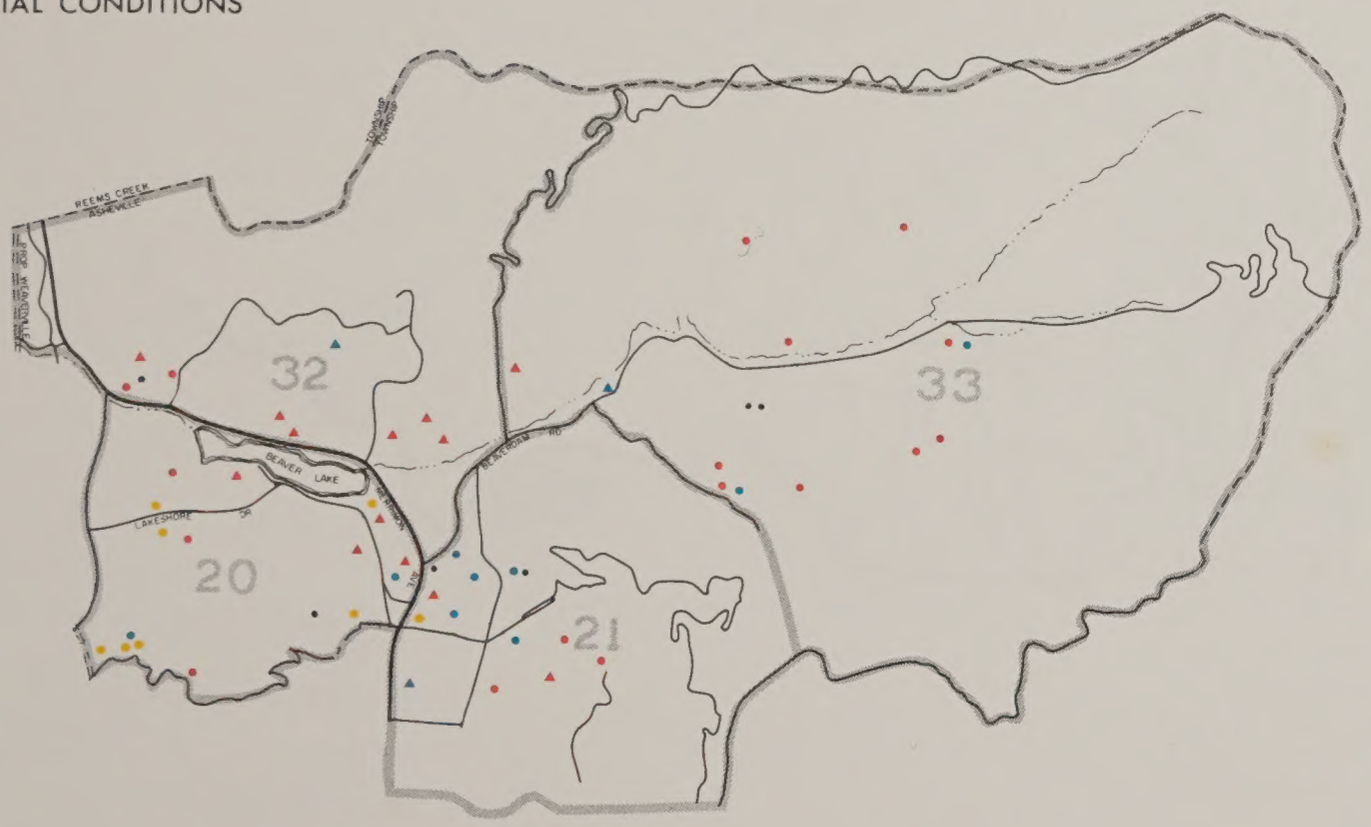
The developed parts of the North Unit are adequately served by water and sewer. Septic tanks and wells are necessary in the more rural parts of Study Area 33, but pose no environmental dangers. Service can easily be extended to unserved sections as development occurs.

SOCIAL CONDITIONS

Social indicies reflecting poor environmental conditions are a relatively minor factor in the North Unit. Within the Neighborhood Analysis Planning Area, the North Unit accounted for:

2.4 PERCENT OF THE TUBERCULOSIS CASES
3.8 PERCENT OF THE INFANT MORTALITY
.6 PERCENT OF THE VENEREAL DISEASE CASES
.8 PERCENT OF THE PUBLIC ASSISTANCE CASES
3.2 PERCENT OF THE MAJOR ARRESTS

SOCIAL CONDITIONS



LEGEND:

- MAJOR FIRES (1963-1965)
- INFANT MORTALITY (1960-1965)
- VENEREAL DISEASE CASES (1963-1965)
- PUBLIC ASSISTANCE CASES (1965 recipients)
- TUBERCULOSIS CASES (under supervision)
- MAJOR ARREST, (two year period)

STUDY AREA 20

Study Area 20 is located in the southwest part of the North Unit, and is bound by Merrimon Avenue, Lookout Road, and Burnsville Hill Road. It is basically an area of higher priced, well-maintained single-family housing which focuses around the southern shore of Beaver Lake. Every indication is that this character will be maintained in the future and that quality single family residences will ultimately occupy the now undeveloped lots and tracts.

LAND USE

Sixty-three percent of Area 20's 720 acres is in residential use with all but about 8 acres used as single family residences. These residences are found throughout the Area with the exception of the large tracts of vacant land in the southwest. Residential development is generally free from any critical land use problems.

The Shorewood Road section is an excellent example of proper design permitting the intermixture of single family residences, duplexes and apartments. Both site design and structure design has been treated in a manner which makes it difficult to distinguish between the different types of housing.

Commercial land use is located along Merrimon Avenue with the Northland Shopping Center constituting the only major concentration. The commercial activities along Merrimon Avenue consist of a mixture of good and bad development. Evidence of new commercial construction and a likely continuation of such construction should ultimately eliminate activities housed in inadequate structures.

The Northland Shopping Center is a well-constructed, relatively new facility which serves the north part of Asheville. Topography limits the expansion of Northland and provides an adequate buffer for adjacent residences.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	235	33	63
SINGLE FAMILY	227	32	61
MULTI-FAMILY	8	1	2
COMMERCIAL	11	2	3
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	6	1	2
STREETS	70	9	18
RAILWAY	-	-	-
WATER	52	7	14
VACANT LAND	346	48	-
TOTAL ACRES	720	100	100

PERCENT DEVELOPED LAND: 52
STRUCTURES PER RESIDENTIAL ACRE: 2.4
HOUSING UNITS PER RESIDENTIAL ACRE: 2.4

ZONING

All of the Study Area is zoned except for the extreme southwest corner which is outside the corporate limits of Asheville. No major zoning problems are evident in the existing zoning; however consideration might be given to the possibility of zoning more residential land RA-10. The application of extra-territorial zoning controls in the unzoned southwest part of Area 20 is recommended.

ZONING STATISTICS

ZONING CLASSIFICATION		ACRES
RA-10	RESIDENTIAL	344.63
RA-9	RESIDENTIAL	—
RA-8	RESIDENTIAL	138.68
RA-6	RESIDENTIAL	76.92
RA-5	RESIDENTIAL	—
RA-M	RESIDENTIAL	—
INSTITUTIONAL		—
RESTRICTED BUSINESS		—
NEIGHBORHOOD TRADING AREA		36.28
ROADSIDE BUSINESS		—
BUSINESS		—
COMMERCIAL		—
INDUSTRIAL		—
UNZONED		123.64

POPULATION

Study Area 20 consists of an all white population of 1437 persons. Assuming complete development of all vacant land at the present residential density of 2.4 units per residential acre and the Lookout Mountain section at one unit per acre, the Area will house some 3,118 people in the future.

STREETS

Lake Shore Drive is the major street within Study Area 20. It serves as a collector street for the major residential sections and provides east-west access through the Area.

Residential streets are generally narrow and fraught with problems such as blind intersections, poorly designed curves, excessive grades, inadequate turn - arounds on dead end streets, poor sight distances, etc. Although dangerous from a traffic safety standpoint, these conditions are not blight contributors because of the high quality of housing and the low density of development. Subdivision regulations are now assuring proper design as is evidenced by recent developments such as Mountview Gardens and Parkwood Forest.

Only a fraction of the Area's fifteen miles of streets are unpaved. They are located in the unincorporated southwest part of the Area and are no more than driveways which serve single houses. This problem will be alleviated by future development.

FUTURE LAND DEVELOPMENT

Study Area 20 will continue to be a section of higher priced, single-family housing with all but a small amount of the present undeveloped land ultimately being developed as residential. All future residential development, except for the southwest corner of the Area, will be higher priced housing. No appreciable increase in apartment developments is likely because of the large area of R-10 zoning, the topography of undeveloped land and the Area's existing single family character.

Commercial activities will be confined to Merrimon Avenue and be oriented to the provision of goods and services to the North Unit neighborhoods. Land suitable or desirable for large commercial, industrial or public developments is not available in Study Area 20.

LAND USE and
STRUCTURAL CONDITIONS

STRUCTURAL CONDITIONS

Except for the extreme southwest part of Study Area 20, the condition of structures is excellent.

Sub-standard housing in the southwest part of the Area is scattered and is not dense enough to warrant any type of renewal treatment. Eventual development of this area for medium priced housing should eliminate the existing sub-standard housing.

Many older homes are found in the southeast section but they are very well maintained and no particular treatment is needed other than close observation should apartment conversions develop.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY		MULTI-FAMILY		PUBLIC			
	white	non-white	white	non-white	SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	513	0	19	0	5	0	14	551
SUB-STANDARD REHABILITATE	12	0	1	0	0	0	1	14
SUB-STANDARD DILAPIDATED	5	0	0	0	0	0	0	5
TOTALS	530	0	20	0	5	0	15	570

RESIDENTIAL STRUCTURES: 550 NON-RESIDENTIAL STRUCTURES: 20

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	96.7%	96.7%
SUB-STANDARD REHABILITATE	2.4%	2.4%
SUB-STANDARD DILAPIDATED	.9%	.9%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	555	-	555	96.5
SUB-STANDARD REHABILITATE	15	-	15	2.6
SUB-STANDARD DILAPIDATED	5	-	5	.9

LIVING IN SUB-STANDARD HOUSING: 3.5 %

OWNER OCCUPIED: 77% RENTER OCCUPIED: 23%

AVERAGE VALUE: $21,571.00 AVERAGE RENT: $76.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 3

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -			UNDER 6 -	3	
2 -	1		6-13 -	3	
3 -			14-17 -	1	
4 -			18-19 -	1	
5 -	1		20-29 -	3	
6 -			30-39 -	1	
7 -			40-59 -	3	
8 OR MORE -	1		60 & OVER -		
TOTAL	3		TOTAL	15	

AVERAGE FAMILY SIZE: WHITE 5 NON-WHITE 0

OVERALL AVERAGE FAMILY SIZE: 5

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000			UNSKILLED	2	
$2,000 - $3,000	2		SEMI-SKILLED	1	
$3,000 - $4,000	1		SKILLED		
$4,000 - $5,000			PROFESSIONAL		
OVER - $5,000					

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,068	
AVERAGE INCOME, FAMILY:	$3,068	
PER CAPITA INCOME:	$ 613	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:		
RECEIVING WELFARE:		

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	2		$25 OR LESS -		
OWNER OCCUPIED -	1		$25 TO $34 -		
AVERAGE MONTHLY RENTAL - $50.00			$35 TO $44 -		
			$45 TO $54 -	1	
			$55 TO $65 -	1	
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL:

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	1	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 33.3%

IMPACT FEATURES

Beaver Lake

Beaver Lake is an artificial lake which provides recreation and beauty to the Area. It is maintained and controlled by the Lakeview Park Commission. Property owners in the Lakeview Park Subdivision are bound by covenant to pay dues to the Commission and have exclusive rights regarding use of the Lake. Beaver Lake is definitely an advantageous asset to the Area and is a contributing factor to the high quality of development.

BLIGHTING FACTORS

- - lack of subdivision regulations, zoning and other ordinances in the unincorporated southwest part of the Area.

- - a few poorly maintained commercial activities along Merrimon Avenue.

- - inadequately designed trailer court.

- - inadequate turn-around on many dead end streets.

- - zoning controls along Merrimon Avenue need to be upgraded.

- - no playground facilities; however, the Beaver Lake area and the many large residential lots lessen the detrimental effects of this factor.

RECOMMENDED RENEWAL TREATMENT

Preservation of existing conditions through conservation is the renewal treatment needed in Study Area 20. Although sub-standard conditions do exist along the Area's southwest fringes, it is too sparse and scattered to warrant special action. Expansion of sound zoning and subdivision controls into this area is definitely needed to assure proper future development.

STUDY AREA 21

Study Area 21 contains 974 acres of land located in the southeast part of the North Unit. It is characterized by high value residential dwellings and undeveloped mountainous terrain. The area is generally bound by Beaverdam Road and a ridge line on the north, by Town Mountain Road on the east, by Edgewood Road on the south and by Merrimon Avenue on the west.

LAND USE

Single-family residences is the predominant use of land in Study Area 21. The small amount of multi-family use is composed of quality structures which, through good design and landscaping, are compatible with surrounding single family structures. Commercial activities are limited to Merrimon Avenue and no industrial use is found in the Area.

The Area's only land use problems are related to the strip commercial use along Merrimon Avenue. Some residences are intermixed with these activities but will be eliminated through economic growth as will several inappropriately located businesses. A major problem growth will not necessarily eliminate is inadequate buffering between the commercial use and adjacent residential uses. Zoning should require such controls in the future.

The Grove Park Inn, a resort hotel, is located on a large tract on the southeast corner of the Study Area. The large site, attractive landscaping, and unusual design of this facility has made it fully compatible with the surrounding residential area.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	254	25.5	63.1
SINGLE FAMILY	242	24.5	60.2
MULTI-FAMILY	12	1.2	2.9
COMMERCIAL	21	2.4	5.3
INDUSTRIAL	6	.1	1.3
PUBLIC & SEMI-PUBLIC	27	3.2	6.7
STREETS	95	10.0	23.6
RAILWAY	-	-	-
WATER	-	-	-
VACANT LAND	571	58.6	-
TOTAL ACRES	974	100	100

PERCENT DEVELOPED LAND: 41.4
STRUCTURES PER RESIDENTIAL ACRE: 2.4
HOUSING UNITS PER RESIDENTIAL ACRE: 2.8

ZONING

Most of Study Area 21 is in the highest residential zoning classification contained in the Asheville Zoning Ordinance. An unincorporated section in the eastern part of the area is un-zoned. At the present, this section is relatively undeveloped and presents no problems; however, the City's extra-territorial zoning jurisdiction should be exercised to protect future growth.

ZONING STATISTICS

ZONING CLASSIFICATION		ACRES
RA-10	RESIDENTIAL	597.09
RA-9	RESIDENTIAL	19.52
RA-8	RESIDENTIAL	42.48
RA-6	RESIDENTIAL	55.79
RA-5	RESIDENTIAL	—
RA-M	RESIDENTIAL	—
INSTITUTIONAL		69.58
RESTRICTED BUSINESS		—
NEIGHBORHOOD TRADING AREA		21.35
ROADSIDE BUSINESS		—
BUSINESS		—
COMMERCIAL		—
INDUSTRIAL		—
UNZONED		168.53

POPULATION

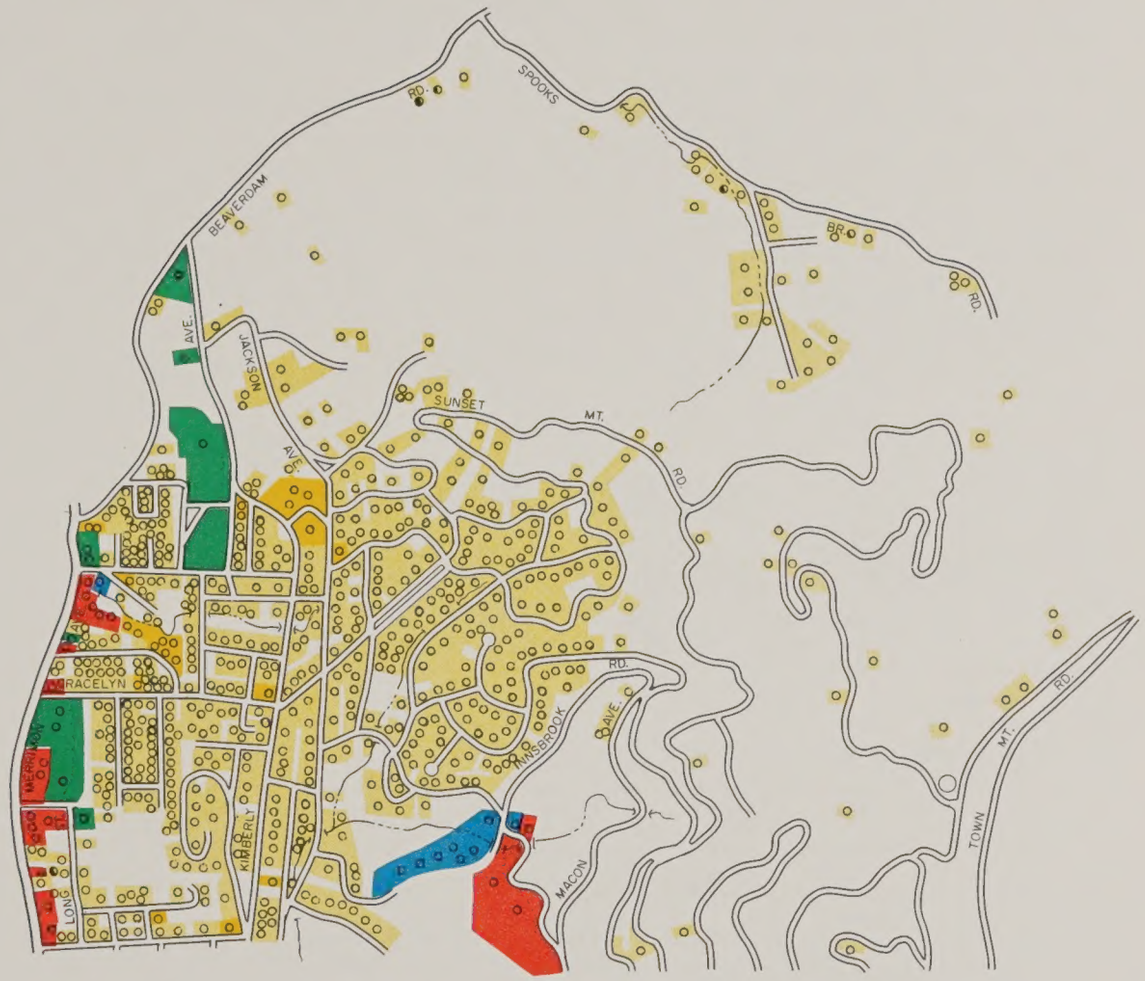
Study Area 21 has an all-white population of 1785 persons. The north and east parts of the Area are relatively unpopulated and will be limited to approximately one structure per acre because of rugged topography and mountainous terrain. Assuming complete development of all vacant land suitable for residential use, at the present residential density of 2.8 units per residential acre, the Area will have an ultimate population of 3,199 persons.

STREETS

Kimberly Avenue is the major collector of traffic within the Area. It provides north-south access through the Area and offers relief to Merrimon by providing access to downtown. There are no through streets for east-west access, but this is no critical problem because of the mountains to the east. Access east to Merrimon Avenue from the Area 21 residential area is provided by Gracelyn Road and Ottari Road. Residential streets are satisfactory despite numerous examples of excessive grades, poorly designed curves and intersections and narrow pavements. Although topography prevents the complete elimination of these problems, an effort should be made to correct the many deficiencies, especially the blind intersections.

High value residential use will continue to dominate this Area, with all but a small amount of the existing vacant land being devoted to such use. Future residential use will, however, be very low density because of rugged topography. The large amount of RA-10 zoning will severely limit apartment development. No significant non-residential development is expected to take place in this Study Area.

LAND USE and
STRUCTURAL CONDITIONS



LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STRUCTURAL CONDITIONS

Less than one percent of Study Area 21's structures are sub-standard. These structures are scattered and will become the victims of new construction.

Two sections, although made up of standard structures, have the potential to become blighted. One is a section of older homes centering around Woodvale, Lynman and Melrose Avenues. These residences are mostly fairly well-maintained two-story structures situated on very small lots. The area is not blighted, but a noticably high rate of sale offerings indicates a potential danger unless reasonable maintenance is maintained. The second area is located generally between the Ira Jones School and Beaverdam Road. It is a small section of lower priced homes which should maintain a non-blighted environment if the present level of home ownership (87%) continues.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY		MULTI-FAMILY		PUBLIC			
	white	non-white	white	non-white	SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	594	0	20	0	10	20	9	653
SUB-STANDARD REHABILITATE	6	0	0	0	0	0	0	6
SUB-STANDARD DILAPIDATED	0	0	0	0	0	0	0	0
TOTALS	600	0	20	0	10	20	9	659

RESIDENTIAL STRUCTURES: 620 NON-RESIDENTIAL STRUCTURES: 39

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	99.0%	99.1%
SUB-STANDARD REHABILITATE	1.0%	.9%
SUB-STANDARD DILAPIDATED	-	-

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	708	-	708	99.2
SUB-STANDARD REHABILITATE	6	-	6	.8
SUB-STANDARD DILAPIDATED	-	-	-	-

LIVING IN SUB-STANDARD HOUSING: 8 %

OWNER OCCUPIED: 76% RENTER OCCUPIED: 24%

AVERAGE VALUE: $22,424.00 AVERAGE RENT: $87.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 3

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	1		UNDER 6 -	2	
2 -			6-13 -	4	
3 -			14-17 -		
4 -	1		18-19 -		
5 -			20-29 -	1	
6 -	1		30-39 -	2	
7 -			40-59 -	1	
8 OR MORE -			60 & OVER -	1	
TOTAL	3		TOTAL	11	

AVERAGE FAMILY SIZE: WHITE 3.66 NON-WHITE 0

OVERALL AVERAGE FAMILY SIZE: 3.66

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000			UNSKILLED		
$2,000 - $3,000			SEMI-SKILLED	2	
$3,000 - $4,000	1		SKILLED		
$4,000 - $5,000			PROFESSIONAL		
OVER - $5,000	1				

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,820	
AVERAGE INCOME, FAMILY:	$5,120	
PER CAPITA INCOME:	$1,024	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	1	
RECEIVING WELFARE:		

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -			$25 OR LESS -		
OWNER OCCUPIED -	3		$25 TO $34 -		
AVERAGE MONTHLY RENTAL-			$35 TO $44 -		
			$45 TO $54 -		
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL:

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.22	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	NONE	

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 0%

IMPACT FEATURES

Asheville Country Club

Although actually located in Study Area 8, this facility is strongly oriented to Study Area 21. Area 21 is locally identified as the "Country Club Area." This influence has helped create the high value residences which are typically found throughout most of the Area.

Ira B. Jones School

Location of this school within Area 21 has been and is a positive factor in the development of the existing high quality residential environment.

BLIGHTING FACTORS

- - general appearance and maintenance of some commercial structures along Merrimon Avenue.

- - inadequate parking for commercial activities along Merrimon Avenue.

- - inadequate buffering treatment between Merrimon Avenue commercial uses and adjacent residential uses.

RECOMMENDED RENEWAL TREATMENT

Conservation is the only treatment required to maintain the standard environmental condition which this Study Area enjoys. Improved zoning provisions and code enforcement should gradually eliminate the few minor problems which exist and prevent the development of any potential blight problems.

STUDY AREA 32

Study Area 32 is primarily an area of high-priced, single-family housing which has been very well maintained. The major portion of the Area is generally known as the Lakeview Park residential area, one of Asheville's finest, that is enhanced by the Beaver Lake Golf Course, which borders many of the residential sections. Area 32 is bound on the north by the ridge line which generally defines the Reems Creek-Asheville Township boundary, on the east by Elk Mountain Scenic Highway and Beaverdam Road, on the south by Merrimon Avenue and on the west by the proposed Weaverville Freeway.

LAND USE

Single-family residential use dominates the character of development in Study Area 32. Only three percent of the developed land is in commercial use and no industry is located in the Area. Commercial activities are located in the extreme eastern part of the Area along U.S. 19-23, 25-70.

Land use problems are confined to the commercial activities located in the Area. These problems are mixed land use, poor site and structural maintenance, and inadequate access to and from the highway. Location of the Weaverville Freeway in this commercial section will have a profound effect upon the general area. This facility should improve the economic potential of this land and encourage a higher quality of commercial development.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	333	23.1	54.4
SINGLE FAMILY	331	22.9	54.1
MULTI-FAMILY	2	.2	.3
COMMERCIAL	18	1.2	3.0
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	168	11.6	27.2
STREETS	93	6.4	15.4
RAILWAY	-	-	-
WATER	-	-	-
VACANT LAND	835	57.7	-
TOTAL ACRES	1447	100	100

PERCENT DEVELOPED LAND: 42.3
STRUCTURES PER RESIDENTIAL ACRE: 1.5
HOUSING UNITS PER RESIDENTIAL ACRE: 1.5

ZONING

Only about 50 percent of Study Area 32 is zoned; however, the zoned portion represents over 95 percent of the land in residential use. Most of this land is zoned RA-10, the highest residential zone in the Asheville Zoning Ordinance. Beaver Point Circle should be rezoned from commercial to residential because of the new housing which eliminates any possibility of commercial use. The unincorporated parts of the Area to the east and north are unzoned. This land is relatively undeveloped and poses no current problems except for

the development along Merrimon Avenue (U.S. 19-23, 25-70). Lack of zoning in this section has resulted in land use problems. It is especially essential that zoning be extended to this section through extra-territorial jurisdiction by the City and/or county zoning.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	600.86
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	35.36
RA-5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	20.43
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	789.92

POPULATION

Study Area 32's all-white population of 1252 people are largely confined to the southern part of the Area. If fully developed, at the present rate of 1.5 units per residential acre and 1 unit per acre for the more rugged parts, the Area should contain a total population of 3,329 persons.

STREETS

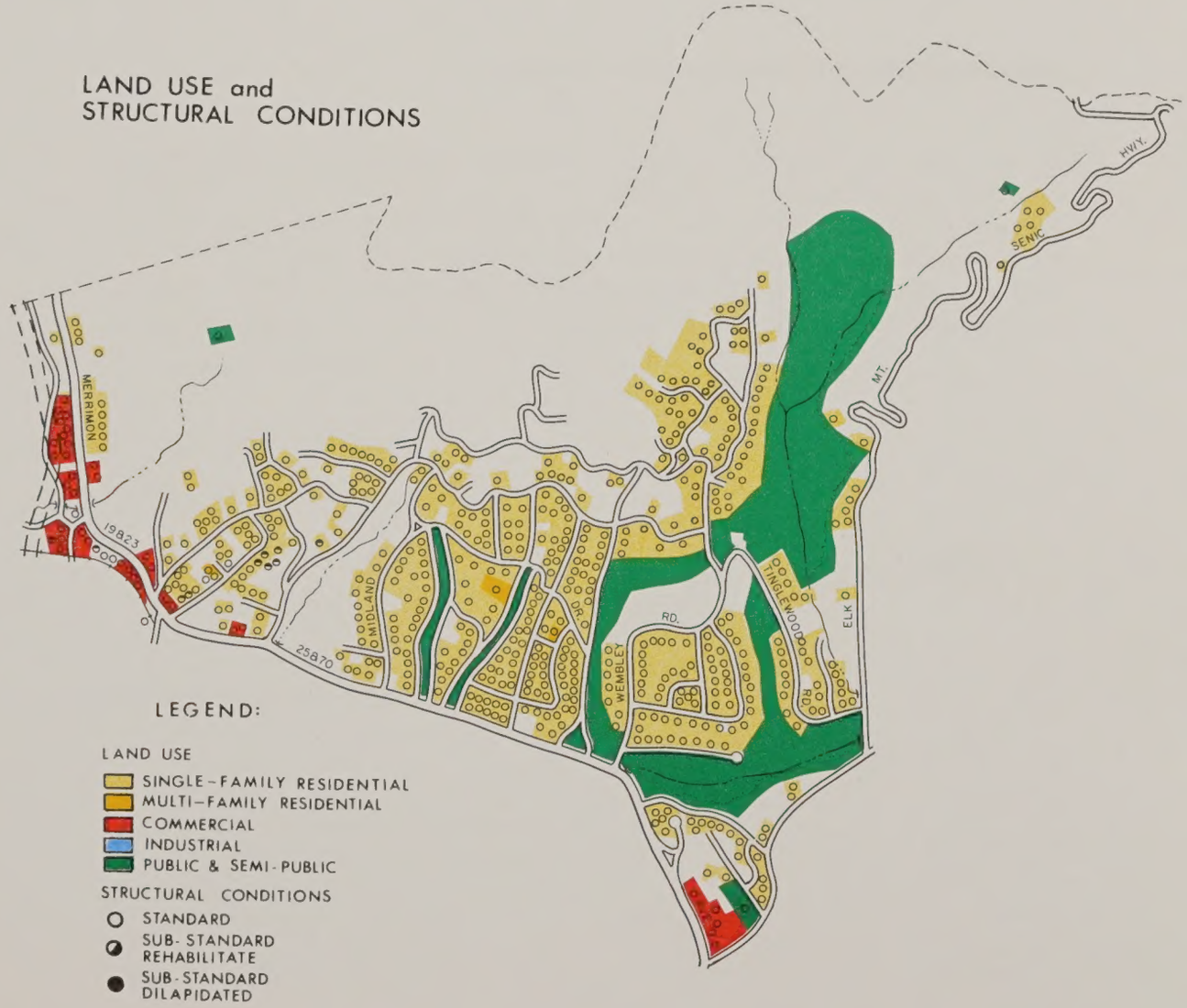
No one street serves as a collector of Study Area 32's traffic. Some twelve residential streets provide access to Merrimon Avenue.

Residential streets are excellent except for the newer developments in the northeast part of the Area. Street construction and design in this section is very inferior to that of the remainder of the Study Area. This section is saturated with classical examples of very poorly designed intersections, excessive grades at intersections, extremely blind sight distances at intersections and curves, bad street design and very poor pavement construction which is already in need of repair.

A very small percentage (.1%) of the Area's 19 miles of streets are unpaved. Subdivision controls are needed to assure adequate site design and standards in the unincorporated parts of the Area.

Study Area 32 will maintain a residential character. Area 32's vacant land is not developing as fast as other parts of the Metropolitan Asheville, but in time it will become very desirable because of its attractiveness and prestige north location. Low density, high priced single-family housing will eventually occupy the undeveloped sections. Topography will limit the density of residential growth and insure (because of costly site preparation) the construction of high value housing. Commercial uses will continue and intensify along Merrimon from Stratford Avenue to the north.

LAND USE and
STRUCTURAL CONDITIONS



STRUCTURAL CONDITIONS

Ninety-eight percent of Study Area 32's structures are in standard condition. The few substandard structures are found at scattered locations in the eastern part of the Area.

Housing in Area 32 is peculiar in that there is a variation in age and price throughout the major section of residential concentration. Old and new housing is mixed together and housing costing $50,000 or more is intermingled with $20,000 to $25,000 residences. The eastern part of the Area is characterized by sparse development and generally well maintained, lower priced housing.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	492	0	0	0	5	54	0	551
SUB-STANDARD REHABILITATE	9	0	0	0	0	2	0	11
SUB-STANDARD DILAPIDATED	0	0	0	0	0	0	0	0
TOTALS	501	0	0	0	5	56	0	562

RESIDENTIAL STRUCTURES: 501 NON-RESIDENTIAL STRUCTURES: 61

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	98.2%	98.0%
SUB-STANDARD REHABILITATE	1.8%	2.0%
SUB-STANDARD DILAPIDATED	–	–

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	492	–	492	98.2
SUB-STANDARD REHABILITATE	9	–	9	1.8
SUB-STANDARD DILAPIDATED	–	–	–	–

LIVING IN SUB-STANDARD HOUSING: 1.8%

OWNER OCCUPIED: 92% RENTER OCCUPIED: 8%

AVERAGE VALUE: $25,928.00 AVERAGE RENT: $48.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 4

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -			UNDER 6 -	1	
2 -	1		6-13 -	3	
3 -	1		14-17 -	2	
4 -			18-19 -	1	
5 -			20-29 -	2	
6 -	1		30-39 -	2	
7 -	1		40-59 -	5	
8 OR MORE -			60 & OVER -	2	
TOTAL	4		TOTAL	18	

AVERAGE FAMILY SIZE: WHITE 4.5 NON-WHITE 0

OVERALL AVERAGE FAMILY SIZE: 4.5

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000			UNSKILLED	1	
$2,000 - $3,000	1		SEMI-SKILLED	2	
$3,000 - $4,000	2		SKILLED		
$4,000 - $5,000			PROFESSIONAL		
OVER - $5,000					

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,206	
AVERAGE INCOME, FAMILY:	$3,206	
PER CAPITA INCOME:	$ 601	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	1	
RECEIVING WELFARE:		

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	3		$25 OR LESS -	1	
OWNER OCCUPIED -	1		$25 TO $34 -	1	
AVERAGE MONTHLY RENTAL -	$31.00		$35 TO $44 -		
			$45 TO $54 -	1	
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $31.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	2.25	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	2	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 50.0%

IMPACT FEATURES

Beaver Lake Golf Course

The Beaver Lake Golf Course is a private, 18 hole facility of some 160 acres which meanders through residential sections and creates a very attractive physical environment. The availability of this facility and the well landscaped open space it provides exerts a positive influence on the high quality of development found in the area.

BLIGHTING FACTORS

- - mixed land use and poor site and structural maintenance in the commercial area along Merrimon Avenue.

- - lack of zoning and subdivision controls in the unincorporated portions of the Area.

- - poorly constructed and designed street system in the newer residential sections to the northeast.

RECOMMENDED RENEWAL TREATMENT

Conservation is the only type of treatment needed in Study Area 32. The roadside commercial activity along Merrimon Avenue is the only blighting influences of any significance, and it is not of sufficient size to warrant separate treatment. Economic growth and soundly administered zoning controls can gradually eliminate this problem.

STUDY AREA 33

Beaverdam Valley, a beautiful semi-rural section bordered on three sides by ridges of 2800 feet or higher, makes up Study Area 33. The scattered development found in the Valley is a mixture of small farms and small clusters of single-family residences. The Area is bound on the west by Elk Mountain Scenic Highway and on the north, east, and south by high ridges. Area 33 is unincorporated except for a small section in the eastern part.

LAND USE

Single family residential use dominates the small percentage of developed land (11.7%) in Study Area 33. Except for four small concentrations this development is scattered enough to create a rural atmosphere and character.

The only commercial use in the Area is a small grocery store. Two semi-public uses exist; they are a convalescent home and a kindergarten-day camp for children. Both of these activities are on large, well landscaped sites, have well designed attractive structures and are fully compatible with the residential character of surrounding lands.

Land use does not pose any particular problem in this Study Area. There is a considerable amount of outside storage and unsightly accessory structures scattered throughout, but they are not too detrimental because of the sparse development and because they are associated with a farming type operation.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	258	6.7	57.5
SINGLE FAMILY	258	6.7	57.5
MULTI-FAMILY	-	-	-
COMMERCIAL	2	.1	.4
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	65	1.7	14.5
STREETS	123	3.2	27.6
RAILWAY	-	-	-
WATER	-	-	-
VACANT LAND	3365	88.3	-
TOTAL ACRES	3813	100	100

PERCENT DEVELOPED LAND: 11.7
STRUCTURES PER RESIDENTIAL ACRE: 1.8
HOUSING UNITS PER RESIDENTIAL ACRE: 1.8

ZONING

The incorporated part of Study Area 33 is zoned; however, the 3,625 acres of unincorporated land is un-zoned. Both extra-territorial and county zoning should be applied to the un-zoned sections as soon as possible.

ZONING STATISTICS

ZONING CLASSIFICATION		ACRES
RA-10	RESIDENTIAL	187.12
RA-9	RESIDENTIAL	—
RA-8	RESIDENTIAL	—
RA-6	RESIDENTIAL	—
RA-5	RESIDENTIAL	—
RA-M	RESIDENTIAL	—
INSTITUTIONAL		—
RESTRICTED BUSINESS		—
NEIGHBORHOOD TRADING AREA		—
ROADSIDE BUSINESS		—
BUSINESS		—
COMMERCIAL		—
INDUSTRIAL		—
UNZONED		3,625.88

POPULATION

When fully developed, this Area could adequately provide for 11,079 people. This is assuming a density of one unit per acre for areas of steep topography and the existing residential density for the remainder of Beaverdam Valley. Area 33 now has an all-white population of 1,432 people.

STREETS

Beaverdam Road is the main traffic artery serving the Area. It follows an east-west course through the center of Beaverdam Valley which connects North Asheville with the Blue Ridge Parkway. Beaverdam Road is a winding, dangerous route which should be realigned and widened. This is essential because as Study Area 33 develops and attains a greater population, it is the only road possibility for traffic access to and from the Valley.

Residential roads in the Study Area are generally narrow, rural type roads of substandard design. There are numerous dangerous intersections and curves throughout the Area. Approximately 25 percent of the thirty miles of roads are unpaved. Adoption of subdivision regulations to assure good design and an orderly street system is needed in the unincorporated part of the Area.

FUTURE LAND DEVELOPMENT

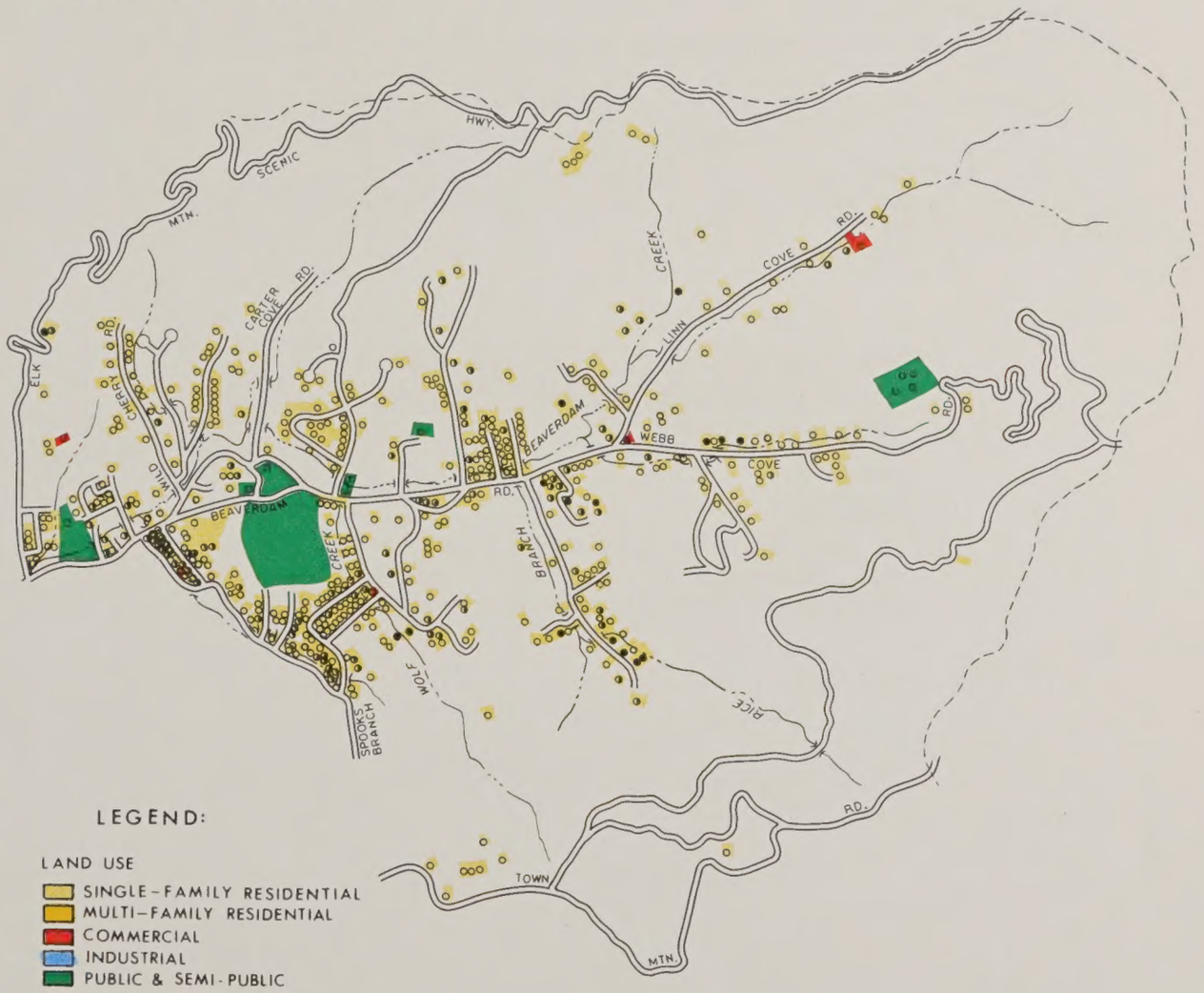
Over the next twenty years Study Area 33 will lose a great deal of its rural character; however development, if properly controlled, can be compatible with the Valley's natural beauty. Land values and topography will assure a low density residential development. Commercial land use should be limited to one small neighborhood shopping center appropriately located to serve the entire Study Area.

STRUCTURAL CONDITIONS

A diversity of housing types is found in Area 32. Housing is a mixture of new and old structures, low and high priced dwellings and some 23% of the residential units are substandard. However, because of the sparse development and the scattered locations of the various housing types the overall residential character of the Study Area is excellent. Growth and land values should gradually cause a decline in the number of substandard structures.

Kimberly Woods, a well planned subdivision of $25,000 to $40,000 houses, is a good indication of the future residential potential. Also individual construction in the Valley has shown a strong tendency toward quality development. For example, one recently built home won an architectural award for design and has been given space in several national magazines. This type of housing will dominate the lands north of Beaverdam Road.

LAND USE and
STRUCTURAL CONDITIONS



Development south of Beaverdam Road will be in the medium priced range because of the greater number of substandard structures and unattractively maintained sites which exist. This will probably prevent a higher quality of development.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	353	0	1	0	9	4	0	367
SUB-STANDARD REHABILITATE	90	0	0	0	0	1	0	91
SUB-STANDARD DILAPIDATED	17	0	0	0	0	0	0	17
TOTALS	460	0	1	0	9	5	0	475

RESIDENTIAL STRUCTURES: 461 NON-RESIDENTIAL STRUCTURES: 14

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	76.8%	77.3%
SUB-STANDARD REHABILITATE	19.5%	19.1%
SUB-STANDARD DILAPIDATED	3.7%	3.6%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	355	—	355	76.8
SUB-STANDARD REHABILITATE	90	—	90	19.5
SUB-STANDARD DILAPIDATED	17	—	17	3.7

LIVING IN SUB-STANDARD HOUSING: 23.2%

OWNER OCCUPIED: 82% RENTER OCCUPIED: 18%

AVERAGE VALUE: $18,500.00 AVERAGE RENT: $46.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 21

FAMILY SIZE:	WHITE	NON WHITE
1 -	3	
2 -	8	
3 -	3	
4 -	4	
5 -	2	
6 -		
7 -		
8 OR MORE -	1	
TOTAL	21	

AGE GROUP:	WHITE	NON WHITE
UNDER 6 -	8	
6-13 -	7	
14-17 -	5	
18-19 -	2	
20-29 -	9	
30-39 -	2	
40-59 -	21	
60 & OVER -	10	
TOTAL	64	

AVERAGE FAMILY SIZE: WHITE 3.04 NON-WHITE 0

OVERALL AVERAGE FAMILY SIZE: 3.04

FAMILY INCOME:	WHITE	NON WHITE
UNDER - $1,000		
$1,000 - $2,000	2	
$2,000 - $3,000	6	
$3,000 - $4,000	5	
$4,000 - $5,000	2	
OVER - $5,000	1	

OCCUPATION:	WHITE	NON WHITE
AGRICULTURE	2	
UNSKILLED	4	
SEMI-SKILLED	9	
SKILLED		
PROFESSIONAL		

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,092	
AVERAGE INCOME, FAMILY:	$3,212	
PER CAPITA INCOME:	$ 909	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	8	
RECEIVING WELFARE:		

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	1	
OWNER OCCUPIED -	20	
AVERAGE MONTHLY RENTAL -	$20.00	

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -	1	
$25 TO $34 -		
$35 TO $44 -		
$45 TO $54 -		
$55 TO $65 -		
$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $20.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.45	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	1	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 4.8%

IMPACT FEATURES

No particular impact features are found in Study Area 33. The natural beauty and valley setting with mountain background is the one factor which makes it a desirable residential section with considerable potential.

BLIGHTING FACTORS

- - lack of subdivision and zoning controls in the unincorporated part of the Area.

- - outside storage and sub-standard, unattractive accessory buildings at scattered locations throughout the Area.

- - large number of unpaved roads.

- - poorly designed roads with inadequate curves, intersections, pavement widths, etc.

- - intermixture of good and bad structural conditions at various locations throughout the Area. This is especially true in the developed sections south of Beaverdam Road.

RECOMMENDED RENEWAL TREATMENT

Development Planning and Regulation is the type of treatment recommended for Study Area 33. A number of sub-standard structures and blighting conditions exist which might require spot rehabilitation measures. However, no rehabilitation action is recommended as these conditions should eventually be eliminated by new residential growth because of their scattered locations.

Immediate adoption of zoning and subdivision controls, is of prime importance to the Area's future and should receive top priority consideration by the City and County. These measures, along with code enforcement, street improvements and new growth, will eliminate the small degree of blight in Area 33.

Residents of Study Area 33 should form a Beaverdam Valley Planning Association to look after and guide the future development. Working through the City, the County, the Metropolitan Planning Board and other pertinent agencies, such a group could establish a program including among other things:

- - Containment and elimination of existing blight.

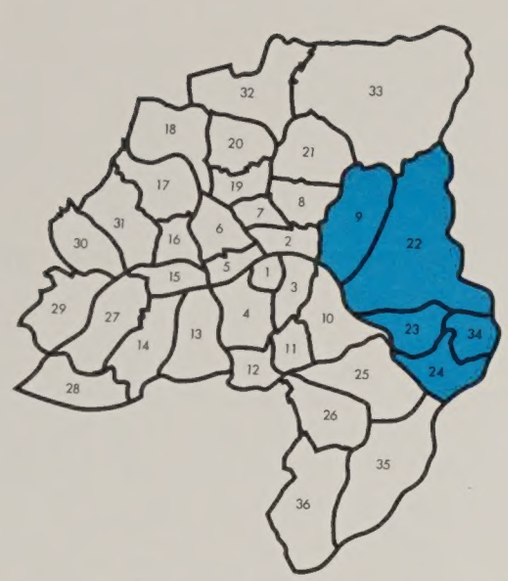
- - The adoption of zoning and subdivision controls.

- - The identification of beautification and open land projects.

- - The preparation of a detailed development plan for the Study Area to include recommendations on land use, road improvements, open land, minor residential street patterns, etc.

This type of group is needed to help realize the tremendous potential of this Area, if developed intelligently, and to assure the degree and type of development considered appropriate by local residents.

EAST UNIT



Study Areas 9, 22, 23, 24, and 34 make up the East Unit. Mountain barriers on the northeast, north and west provide much of this Unit with one of the most attractive natural settings in the Metropolitan Area. Low density, single family residential is the predominant use of land in this largely undeveloped Unit. Residences are located either in a semi rural atmosphere or in adequately planned subdivisions. Commercial use is generally confined to locations along U.S. 70, which runs east-west across the south central part of the East Unit, and a very small amount of industrial use is located in the south along U.S. 74.

PERTINENT STATISTICS

POPULATION:		
	WHITE	6734
	NON-WHITE	90
	TOTAL	6824

ULTIMATE POPULATION POTENTIAL: 21,588

USE OF LAND	ACRES	PERCENT
RESIDENTIAL	926	14.4
SINGLE FAMILY	913	14.2
MULTI-FAMILY	13	.2
COMMERCIAL	82	1.2
INDUSTRIAL	12	.2
PUBLIC & SEMI-PUBLIC	521	8.4
STREETS & RAILWAY	355	5.7
WATER	23	.3
VACANT LAND	4470	70.0
TOTAL ACRES	6389	100

DEVELOPED LAND: 30%
HOUSING UNITS PER RESIDENTIAL ACRE: 2.3

STRUCTURAL CONDITIONS	NUMBER OF STRUCTURES	PERCENT
STANDARD	2011	91
SUB-STANDARD REHABILITATE	174	8
SUB-STANDARD DILAPIDATED	17	1
TOTAL STRUCTURES	2202	100

LIVING IN SUB-STANDARD HOUSING: 9%

Environmental conditions are generally good throughout the East Unit. Blighting conditions are too scattered to cause serious problems in the sparsely developed sections and only one significant concentration is found in the more densely developed sections. This small concentration consists primarily of an obsolete tourist cottage development which has been converted to single-family use.

Considerable residential growth has taken place in the East Unit during the past five years. Construction of the Tunnel Connector Freeway will accelerate such growth to the north of U.S. 70 (Areas 9 and 22) and the completion of it and I-40 will promote the full development of the limited amount of land available for commercial and industrial development along Swannanoa River Road and in Study Area 24.

Residential growth in the south of this Unit will take place at a slower rate and will be medium density, lower priced housing. This section is not as accessible, as attractive, or as isolated from non-residential land uses as the more desirable vacant lands in the northern part of the East Unit. Apartment development will be a very small percentage of the Area's future residential growth.

STREETS SYSTEM

Major Streets

U.S. Highway 70E - This fourlane east-west facility runs through the south central part of the East Unit. Completion of I-40 will relieve U.S. 70 of a great deal of through long distance traffic; however, its location between access points on the Tunnel Connector Freeway and the Blue Ridge Parkway will maintain some continuation of through traffic during the tourist season. Control of access to commercial activities is the major problem regarding this street. This problem should be given very careful attention as future development occurs.

Chunn's Cove Road - is the major collector for all traffic in Study Area 9. It should adequately serve the Chunn's Cove section for the next twenty years.

Major Streets within the East Unit

New Haw Creek Road - serves as the major collector for the majority of Study Area 32. Realignment is needed from Church Road to New Haw Creek Road's intersection with U.S. 70. Consideration should be given to widening Avon Road and extending it north to connect with the New Haw Creek Road south of McIntosh Road This would take care of needed alignment improvements, eliminate heavy traffic at the very poorly designed Haw Creek Road - Beverly Road intersection and provide a direct access into the heart of Haw Creek from U.S. 70. Full development of Study Area 22 will necessitate four lanes throughout most of Haw Creek Road.

Swannanoa Road - extends along the north bank of the Swannanoa River from the Tunnel Connector Freeway, northeast through the southern part of the East Unit to connect with U.S. 70. Interstate 40 will relieve this route of much traffic, especially trucks, and insure its adequacy for future traffic needs.

U.S. Route 74 - consists of a short section in the south between I-40 and Swannanoa Road. This two lane facility should be adequate as much of the existing traffic will ultimately be diverted to the Tunnel Connector Freeway.

Summary of Conditions

Traffic circulation and street conditions in the East Unit are fair. The major problem - congested conditions on U.S. 70 East, will be largely solved with the construction of I-40 and the Tunnel Connector Freeway. Minor residential streets are poorly designed and do not provide a continuity to the circulation system. Sparse development minimizes this problem now, but increased growth will make a well-designed system of minor streets imperative in the future. To this end, soundly administered subdivision controls are needed throughout the East Unit. Although 17 miles of unpaved streets exist in the East Unit, this condition is not a significant blighting factor. Most unpaved roads are in the undeveloped portions and will be improved as development occurs.

TRAFFIC ACCIDENTS

STUDY AREA	VECHICULAR			PEDESTRIAN	
	Property Damage	Personal Injury	Fatality	Personal Injury	Fatality
9	3	1	-	-	-
22	43	22	-	-	-
23	34	13	-	-	-
24	5	3	-	-	-
34	13	13	-	-	-
EAST TOTALS	98	52	0	0	0

STREET CONDITIONS

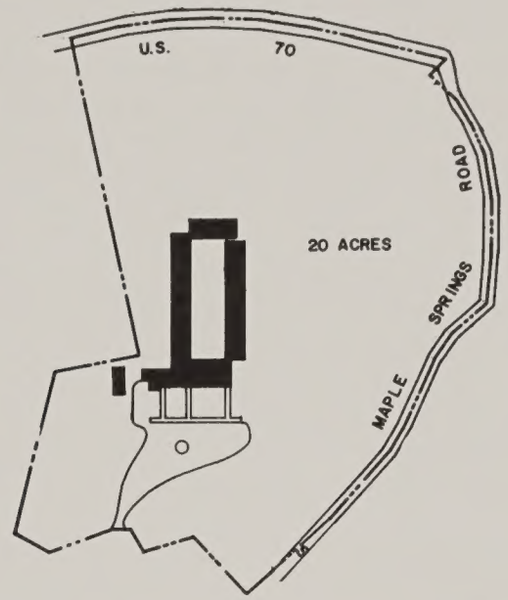
STUDY AREA	PAVED STREETS (Miles)	UNPAVED STREETS (Miles)	TOTAL (Miles)
9	6.93	5.57	12.50
22	24.63	7.17	31.80
23	14.91	.13	15.04
24	2.28	1.22	3.50
34	5.25	3.04	8.29
EAST UNIT	54.00	17.13	71.13

SCHOOLS

The East Unit is served by three elementary school districts - Haw Creek, Bell and Oakley. Haw Creek Elementary, located just outside the East Unit in Study Area 10, serves Study Areas 9 and 23 and most of Study Area 22. Bell Elementary serves the eastern part of Study Area 22 and all of Study Area 34. Oakley Elementary, although not located in the East Unit, serves Study Area 24. These schools are in the Buncombe County School System, but a significant portion of their service area is within the corporate limits of Asheville. Reynolds High School, which is located to the south on U.S. 74, serves the entire East Unit.

Bell Elementary School

The Bell Elementary School is housed in a modern, one story brick and concrete structure located on a 20 acre site in the southeast part of Study Area 22. The site is adequately landscaped; is very well buffered from surrounding activities by woods and is free of any blighting influences.



SITE PLAN

Site Size: 20 Acres
Condition of Structure: Standard - functional
Year Constructed: 1961
Pupil Capacity: 475
Present Enrollment: 564
Playground: Adequate
Environmental Setting: Excellent

Existing Needs:

Classrooms: 5
Acreage: 0
Other: Gym-Torium

PARKS AND RECREATION

Only Study Area 22 is adequately provided with playground facilities in the East Unit. The Bell School facilities serve the southwest part of Area 22 and the central part is adequately served by the Haw Creek Community Playground on New Haw Creek Road. Some playground equipment is available at two locations on the Municipal Golf Course in Area 23, but it is not adequate to meet the Area's needs. Playground facilities are available in Recreation Park to serve Study Area 24 and, to a limited degree, Areas 23 and 34. No playground space is available in Area 9. This is not, however, a critical problem because of the sparse development and the semi-rural character of the Chunn's Cove Area.

Neighborhood park and playground facilities have not contributed to blight in the East Unit despite the lack of such facilities in certain sections. This is accounted for by the low density of residential use and the semi-rural character of large sections of the Unit. Development of a playground adjacent to the new fire station - community center on U.S. 70, as recommended in the Community Facilities Plan, would alleviate the East Unit's playground inadequacies.

Asheville Municipal Golf Course - This well-maintained, eighteen hole facility is located in Study Area 23. It is open to the general public and provides golfing facilities for people from throughout the Metropolitan Area.

East Asheville Community Center - This recently opened new center houses a branch library and fire station as well as the typical meeting rooms, recreation rooms, kitchens, etc. provided in community centers. A playground will be developed adjacent to the building which is located on U.S. 70E in Study Area 22.

Recreation Park - This complex houses the Asheville Zoo, a children's amusement park, a swimming pool, an ice skating rink, a picnic area and playground facilities. It serves the entire Metropolitan Area from a 77 acre site in the north central part of Study Area 24.

COMMUNITY FACILITIES

FIRE PROTECTION

The incorporated parts of the East Unit are provided with fire protection by the Asheville Fire Station #8, which is located at the intersection of U.S. Highway 70 and Bull Mountain Road. This station is within one mile of over 90% of the East Unit's incorporated sections and within two miles of all unincorporated sections.

Unincorporated parts of Study Areas 9, 22, and 34 are served by the Haw Creek Voluntary Fire Department, and of Study Area 24, by the Fairview Voluntary Fire Department.

MAJOR FIRES

STUDY AREA	NUMBER (Two year period)	PERCENT OF ENTIRE AREA UNDER STUDY
9	4	1.40
22	8	3.00
23	-	-
24	-	-
34	-	-
EAST UNIT	12	4.40

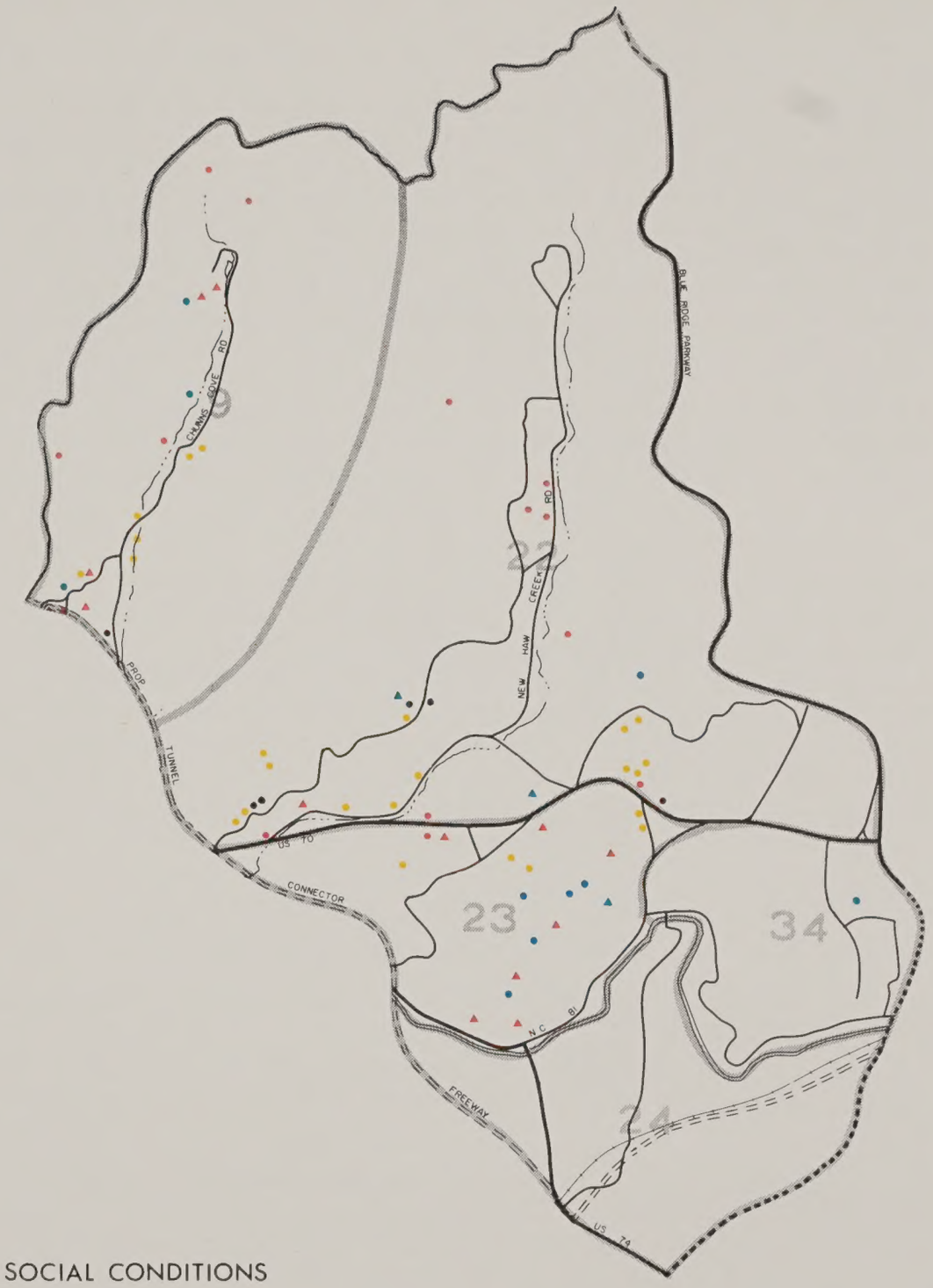
UTILITIES

The East Unit is adequately served by utilities. Some portions are not now served but lines exist close enough to make connections feasible. None of the East Unit's blighted sections can be attributed to inadequate utilities.

SOCIAL CONDITIONS

Social indicies reflecting poor environmental conditions are a minor factor in the East Unit. Within the Neighborhood Analyses study area, the East Unit accounted for:

2.4 PERCENT OF THE TUBERCULOSIS CASES
3.8 PERCENT OF THE INFANT MORTALITY
.7 PERCENT OF THE VENEREAL DISEASE CASES
2.5 PERCENT OF THE PUBLIC ASSISTANCE CASES
3.4 PERCENT OF THE MAJOR ARRESTS



SOCIAL CONDITIONS

LEGEND:

- MAJOR FIRES (1963-1965)
- INFANT MORTALITY (1960-1965)
- VENEREAL DISEASE CASES (1963-1965)
- PUBLIC ASSISTANCE CASES (1965 recipients
- TUBERCULOSIS CASES (under supervision)
- MAJOR ARREST (two year period)

STUDY AREA 9

High value residences with ample acreage for horses, ponds, and winding drives, located in a scenic mountain cove within five minutes of downtown Asheville, best describes Study Area 9. Locally known as Chunn's Cove this type of land ownership and vacant land predominate in the Area. The Area is bound on the south by the proposed Tunnel Connector Freeway and on the east, north and west by the ridge lines of higher elevations.

LAND USE

Single-family residential is the only significant use of land in Study Area 9. Basically this use is located through the center of the Area along Chunn's Cove Road. High value country estates dominate the west side of Chunn's Cove Road and the northern part of the Area.

Commercial land use consists of the rear of activities which are oriented to Tunnel Road. These activities will be displaced when the Tunnel Connector Freeway is constructed. Outside storage and incompatible accessory structures are the only land use problems in the Area. They are generally restricted to the southern part of the Area and should be displaced by natural growth and the Freeway.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	149	12.41	70.1
SINGLE FAMILY	148	11.40	70.1
MULTI-FAMILY	1	.01	.1
COMMERCIAL	8	.59	3.5
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	2	.01	.1
STREETS	54	4.20	25.4
RAILWAY	-	-	-
WATER	-	-	-
VACANT LAND	1088	83.70	-
TOTAL ACRES	1301	100	100

PERCENT DEVELOPED LAND: 16.30
STRUCTURES PER RESIDENTIAL ACRE: 1
HOUSING UNITS PER RESIDENTIAL ACRE: 1.4

ZONING

The bulk of Study Area 9 is unincorporated and unzoned. Adoption of adequate zoning controls for this unincorporated section is recommended. No crucial zoning problems exist regarding the zoned portion of the Area; however, consideration might be given to upgrading the Rollingwood Drive section and the Mountain Brook Subdivision to a higher residential classification.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	3.21
RA-9 RESIDENTIAL	14.46
RA-8 RESIDENTIAL	15.15
RA-6 RESIDENTIAL	175.64
RA-5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	22.50
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	1,000.03

POPULATION

Study Area 9 contains a white population of 635 and a non-white population of 34. Assuming full development of the Area at the present residential density and at a density of one unit per acre on the higher slopes, and allowing for a possible residential displacement, depending on the exact location of the Tunnel Freeway, an ultimate population of 3,598 is possible.

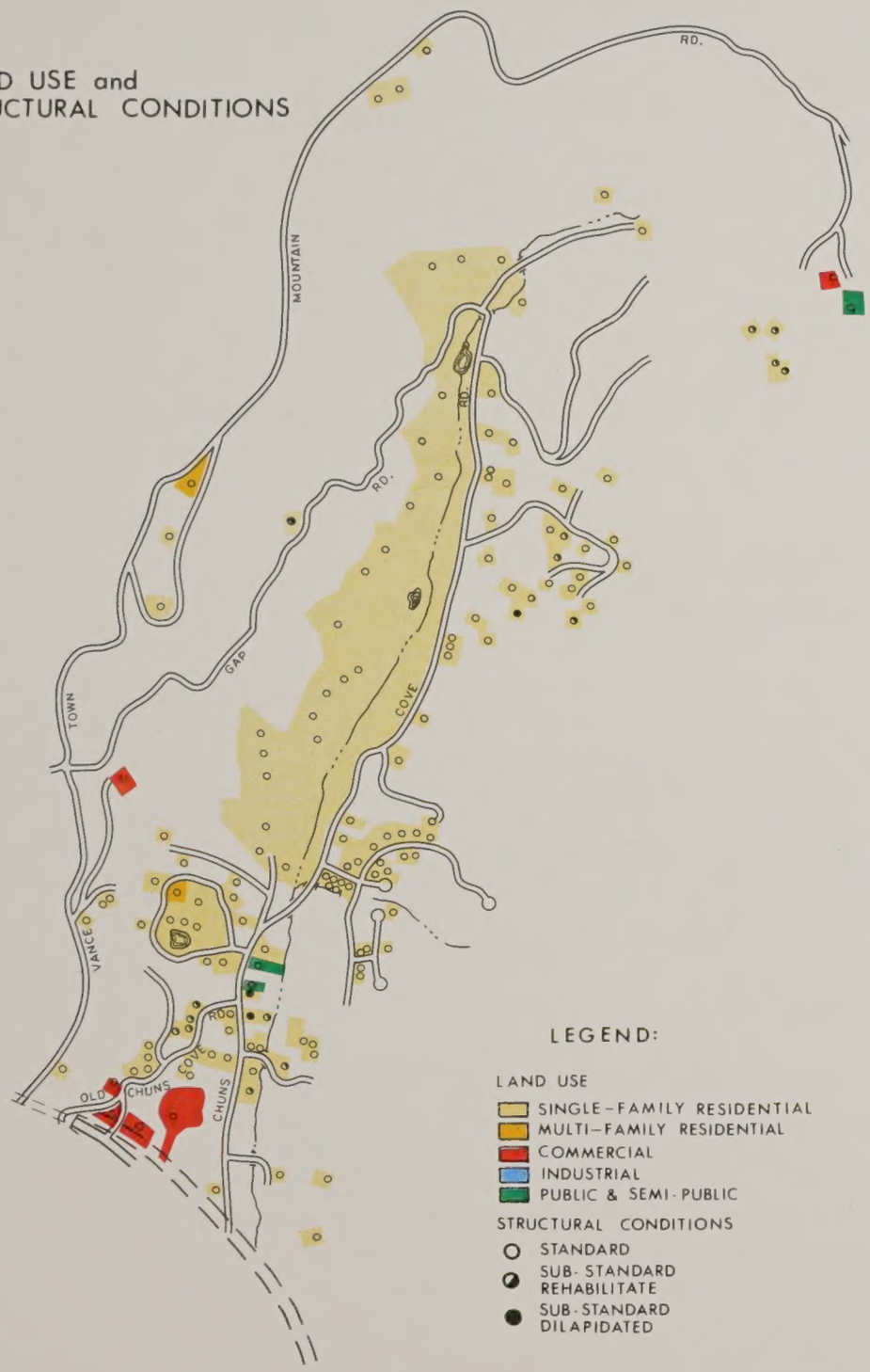
STREETS

Chunn's Cove Road is the major collector street within the Area. This road splits in the southern part of the Area with west bound traffic using Old Chunn's Cove Road. Because of the low residential density and high value residences which are predominant, the large percentage of unpaved and narrow roads do not adversely affect environmental conditions.

Old Chunn's Cove Road should be realigned to provide safer access into the Area, and subdivision controls should be extended to all parts of Area 9.

The future of this Area will continue to be very low density single family residential use. Growth will be at a slow rate because of the large land holdings and the rugged topography prevalent throughout the Area. No commercial or industrial use should be permitted in Study Area 9.

LAND USE and
STRUCTURAL CONDITIONS



STRUCTURAL CONDITIONS

Sub-standard structures are not a major problem in Area 9. There are no large concentrations and most will be eliminated by new residential development and housing code enforcement.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	118	4	2	0	3	6	0	133
SUB-STANDARD REHABILITATE	11	6	0	0	0	0	0	17
SUB-STANDARD DILAPIDATED	2	1	0	0	0	0	0	3
TOTALS	131	11	2	0	3	6	0	153

RESIDENTIAL STRUCTURES: 144 NON-RESIDENTIAL STRUCTURES: 9

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	86.1 %	86.9 %
SUB-STANDARD REHABILITATE	11.8 %	11.1 %
SUB-STANDARD DILAPIDATED	2.1 %	2.0 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	192	4	196	90.7
SUB-STANDARD REHABILITATE	11	6	17	7.9
SUB-STANDARD DILAPIDATED	2	1	3	1.4

LIVING IN SUB-STANDARD HOUSING: 9.3 %

OWNER OCCUPIED: 51 % RENTER OCCUPIED: 49 %

AVERAGE VALUE: $ 16,000 AVERAGE RENT: $ 37.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 7

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	1		UNDER 6 -	1	
2 -	1		6-13 -	2	1
3 -	1	1	14-17 -	2	1
4 -		1	18-19 -		1
5 -	2		20-29 -		
6 -			30-39 -	2	
7 -			40-59 -	4	4
8 OR MORE -			60 & OVER -	5	
TOTAL	5	2	TOTAL	16	7

AVERAGE FAMILY SIZE: WHITE 3.2 NON-WHITE 3.5
OVERALL AVERAGE FAMILY SIZE: 3.28

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000		1	UNSKILLED	2	1
$2,000 - $3,000	2		SEMI-SKILLED	2	
$3,000 - $4,000	1	1	SKILLED		
$4,000 - $5,000	1		PROFESSIONAL		
OVER - $5,000					

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,005	$1,820
AVERAGE INCOME, FAMILY:	$3,179	$2,340
PER CAPITA INCOME:	$ 847	$ 668
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	3	1
RECEIVING WELFARE:	1	

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	2		$25 OR LESS -		
OWNER OCCUPIED -	3	2	$25 TO $34 -		
AVERAGE MONTHLY RENTAL - $37.00			$35 TO $44 -		2
			$45 TO $54 -		
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $37.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.33	1.40
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	NONE	

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 0%

IMPACT FEATURES

No particular impact features are found in Study Area 9, other than the natural beauty and semi-rural atmosphere of Chunn's Cove. Accessibility to downtown Asheville within minutes is a positive asset which will promote high land values as desirable land in the Metropolitan Area becomes more scarce.

BLIGHTING FACTORS

- - outside storage and sub-standard accessory buildings in the southern part of the Area.
- - small number of sub-standard structures located on the old and new Chunn's Cove Roads between their junction and Tunnel Road.
- - lack of zoning, subdivision regulations and minimum housing codes in the unincorporated sections.

RECOMMENDED RENEWAL TREATMENT

Development planning and regulation, including the extension of sound zoning, subdivision regulations and housing code enforcement to all parts of Study Area 9 is the treatment recommended. The establishment of a Chunn's Cove Planning Association is recommended to look after the Area's interest regarding planning controls and to maintain the semi-rural character which makes it one of the most attractive sections in the Metropolitan Area.

STUDY AREA 22

Identified locally as the Haw Creek Section, Study Area 22 is a beautiful mountain cove with a semi-rural residential character. Subdivision developments are slowly changing the Haw Creek countryside but some 70 percent of the Area's 3100 acres remain undeveloped. Much of this land is comprised of the mountain slopes which make up Area 22's boundary on the east, north and west. The Area is bound on the south by U.S. 70.

LAND USE

Low density single-family residences is the principal use of land in Study Area 22. This use is scattered throughout with six relatively small subdivisions or residential sections being the only areas of concentration. The financial value of these residences varies widely but most are well maintained standard structures whch are free of land use problems.

Existing land use problems generally are confined to the southern part of the Area. Problems of mixed land use and inadequate buffer treatment exists at various locations in the commercial sections along

U.S. 70 and the commercial concentration at Haw Creek Road and Beverly Road. Outside storage and sub-standard accessory buildings are found at scattered locations throughout the Study Area, but are generally associated with agricultural use and in the sparsely developed sections. This problem should easily become non-existent as new construction continues to increase in the near future.

The large amount of land in public use is attributed to the Oteen Veterans Administration Hospital grounds in the southeast part of the Area.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	430	13.8	46.1
SINGLE FAMILY	427	13.7	45.8
MULTI-FAMILY	3	.1	.3
COMMERCIAL	22	.7	2.4
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	335	10.7	35.9
STREETS	146	4.8	15.6
RAILWAY	-	-	-
WATER	-	-	-
VACANT LAND	2170	70.0	-
TOTAL ACRES	3103	100	100

PERCENT DEVELOPED LAND: 30
STRUCTURES PER RESIDENTIAL ACRE: 2.1
HOUSING UNITS PER RESIDENTIAL ACRE: 2.2

ZONING

Over 70 percent of the developed land in Area 22 is within the Asheville corporate limits and is subject to zoning controls. The unincorporated northern part and the higher elevations along the east and west boundaries of the Study Area are unzoned.

RA-6 Residential is the zoning classification applied to all of the developed residential lands. As a wide variety of residential development exists and as many of the residential sections are as fine as any in the Metropolitan Area, for example, the Happy Valley Subdivision, consideration should be given to higher residential zoning classifications for much of the land now zoned RA-6.

Zoning controls should be extended to the unincorporated areas through the adoption of both extra-territorial zoning and county zoning.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	1,016.67
RA-5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	2.30
NEIGHBORHOOD TRADING AREA	9.18
ROADSIDE BUSINESS	38.11
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	2,037.14

POPULATION

Study Area 22 contains a population of 2,845 whites and 56 non-whites. The small non-white population is found at two locations in the southwest part of the Area. Assuming full development of land suitable for residential growth, the Area has a population potential of 10,629. This estimate is based on a continuation of the low density precedent which has been established, a density of one dwelling unit per acre at the higher elevations, and the development of new subdivisions similar to Happy Valley and Parkway Forest (Study Area 34).

STREETS

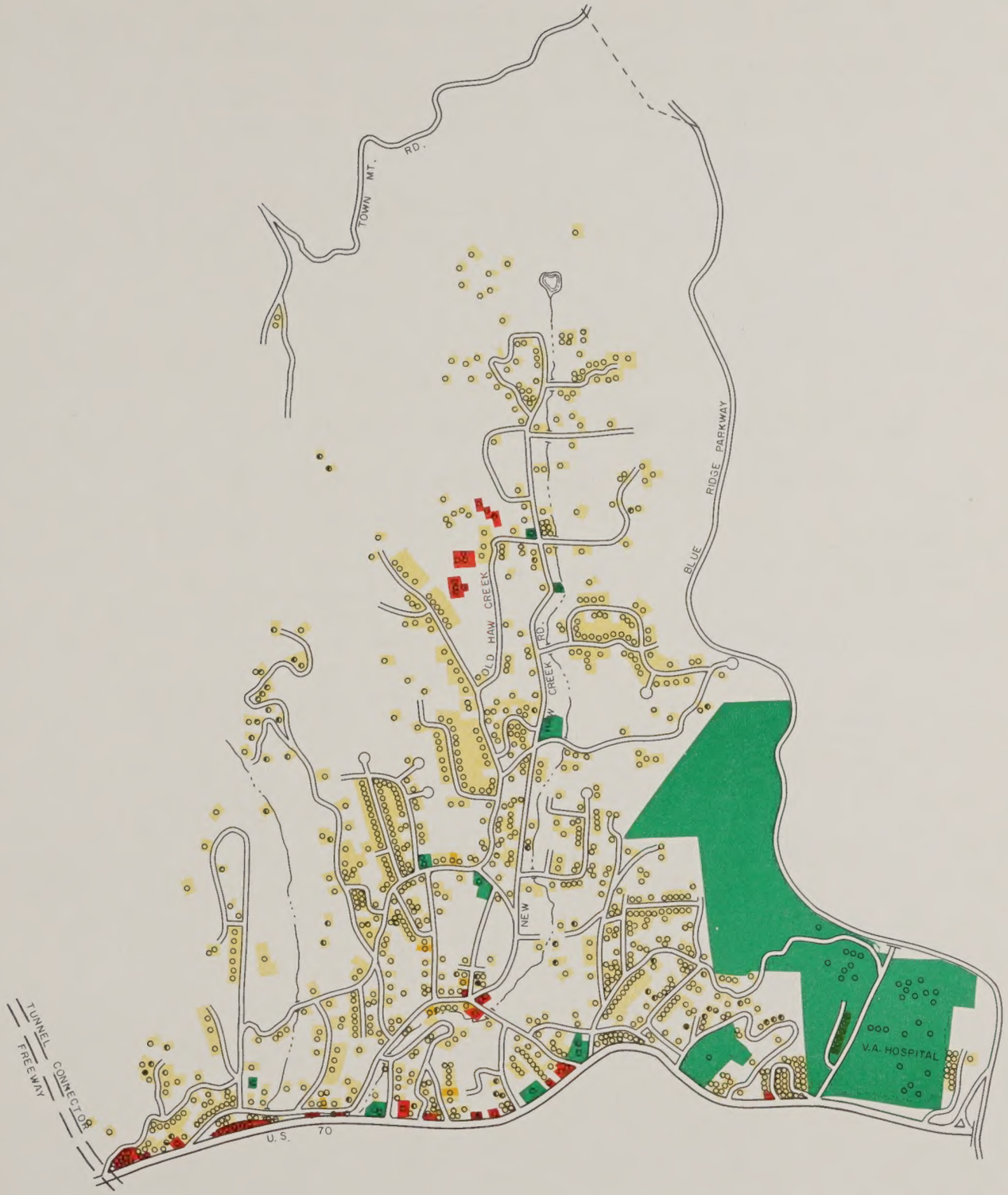
Street Conditions vary throughout the Study Area with the newly developed subdivisions having adequate, well designed streets and the older sections containing a large number of narrow streets with bad curves, poor sight distances, and unpaved streets. Fortunately these problems are not too detrimental because of the sparse development and rural character of most of the Area.

However, major collector streets within the Area are problems. New Haw Creek Road, Old Haw Creek Road, Beverly Road, and Bull Mountain Road are all too narrow, and have too many poorly designed curves and intersections to safely and adequately meet present traffic needs. This problem will become progressively worse as development occurs and could become especially critical on New Haw Creek Road before too long. Each of these roads should be widened and re-aligned with the New Haw Creek

Road receiving top priority. Quicker, safer access from U.S. 70 to the central part of Area 22 is a major need which might be solved by improving Avon Street and extending it northward to connect with New Haw Creek Road.

Study Area 22 will continue to experience low density, medium to high value residential development. Commercial development will continue to expand along Tunnel Road and one commercial concentration of the neighborhood shopping center type will be needed within the Study Area. This type facility should be accessible from all parts of the Area and would be most appropropriately located in the vicinity of the present commercial concentration at the junction of New Haw Creek Road and Beverly Road. Rehabilitation of the present unattractive commercial complex would benefit the entire Area. Development in Haw Creek has greatly accelerated during the past five years and will occur at a much greater pace within the coming ten years.

LAND USE and
STRUCTURAL CONDITIONS



LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STRUCTURAL CONDITIONS

Sub-standard structures present no critical problems in Study Area 22. They constitute only six percent of the total structures and no major concentrations exist. Code enforcement and new construction should easily eliminate and prevent the spread of blighted structures.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	846	11	15	0	49	31	0	952
SUB-STANDARD REHABILITATE	40	6	0	0	0	12	0	58
SUB-STANDARD DILAPIDATED	2	1	0	0	0	0	0	0
TOTALS	888	18	15	0	49	43	0	1,013

RESIDENTIAL STRUCTURES: 921 NON-RESIDENTIAL STRUCTURES: 92

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	94.7%	94.0%
SUB-STANDARD REHABILITATE	5.0%	5.7%
SUB-STANDARD DILAPIDATED	.3%	.3%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	876	11	887	94.8
SUB-STANDARD REHABILITATE	40	6	46	4.9
SUB-STANDARD DILAPIDATED	2	1	3	.3

LIVING IN SUB-STANDARD HOUSING: 5.2 %

OWNER OCCUPIED: 77% RENTER OCCUPIED: 23%

AVERAGE VALUE: $12,710.00 AVERAGE RENT: $56.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 13

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	1	2	UNDER 6 -	7	3
2 -	2		6-13 -	7	8
3 -	2		14-17 -	2	
4 -	2		18-19 -		
5 -			20-29 -	4	1
6 -	1		30-39 -	6	2
7 -		1	40-59 -	3	1
8 OR MORE -	1	1	60 & OVER -	4	2
TOTAL	9	4	TOTAL	33	17

AVERAGE FAMILY SIZE: WHITE 3.66 NON-WHITE 4.25

OVERALL AVERAGE FAMILY SIZE: 3.84

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000	2		AGRICULTURE		
$1,000 - $2,000			UNSKILLED	4	2
$2,000 - $3,000	5		SEMI-SKILLED	1	2
$3,000 - $4,000	1	1	SKILLED		
$4,000 - $5,000		1	PROFESSIONAL		
OVER - $5,000					

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$2,770	$2,236
AVERAGE INCOME, FAMILY:	$2,770	$2,721
PER CAPITA INCOME:	$ 593	$ 510
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	5	2
RECEIVING WELFARE:		

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	2		$25 OR LESS -		
OWNER OCCUPIED -	7	4	$25 TO $34 -		1
AVERAGE MONTHLY RENTAL-	$32.50		$35 TO $44 -		1
			$45 TO $54 -		
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $32.50

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.83	2.12
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	2	2

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 30.8%

IMPACT FEATURES

Oteen VA Hospital

The Oteen VA Hospital is a 800 bed facility which encompasses some 136 acres of land in the southeast part of Area 22. The major buildings are located between Riceville Road and the Blue Ridge Parkway with most of the acreage consisting of natural woods. The Hospital is well landscaped and does not adversely affect any surrounding lands. It does assure neighboring land of natural woods for adjacent residences, and Haw Creek benefits, however minor, from being a desirable and convenient place of residence for Hospital employees.

Scenic Beauty

The scenic beauty afforded by the high lands which encompasses all but the south boundary of Study Area 22 is a positive factor responsible for the quality residential environment which exists. This factor will continue to exert a desirable impact on future development if Area 22 is properly planned and controlled.

Bell Elementary School

This attractive, modern elementary school is located in the southeast part of the Study Area. This new facility should prove to be a positive factor in the development of residential land in this section of Area 22.

BLIGHTING FACTORS

- - instances of outside storage and sub-standard accessory buildings throughout the Study Area. This condition is more prevalent in the southern part of the Area.

- - lack of zoning, subdivision and housing code controls in the unincorporated part of the area.

- - poorly designed, narrow and unpaved streets.

- - substandard, unattractive commercial area at the junction of New Haw Creek and Beverly Roads.

- - lack of adequate playground facilities to serve the southern part of the Area.

- - unattractive commercial developments and improper treatment with adjacent residences along Tunnel Road.

- - mixed land uses along U.S. 70.

RECOMMENDED RENEWAL TREATMENT

Development planning and regulation is the only treatment recommended for Study Area 22. There are several sections where rehabilitation measures might be needed except for the lack of concentrated blight. These sections are too small for specific action programs and can be upgraded by sound zoning, subdivision regulations and housing code administration. In many instances, the growth taking place on surrounding lands will eliminate isolated cases of blight.

It is recommended that a Haw Creek Planning Association be created to help guide the future development of Area 22. This association could adopt a program to include, among other things:

- - preparation of a detailed development plan for the Area with strong emphasis on street improvements and location of non-residential uses.

- - identification of beautification projects.

- - promotion of zoning and subdivision controls for all parts of the Area.

- - review of code enforcement efforts in the Area.

STUDY AREA 23

Study Area 23 is located in the southern part of the East Unit and is bordered by U.S. 70 on the north, by Swannanoa Road on the east, by the Swannanoa River on the south and by the proposed Tunnel Connector Freeway on the west. This area of 656 acres is generally known as the Beverly Hills section. It is characterized by a stable residential environment and the open space created by the Municipal Golf Course.

LAND USE

Single-family residential is the predominant use of land throughout the Study Area. Commercial activities are found only along Tunnel Road and Swannanoa Road. One concentration of multi-family housing is located in the northwest in the Worthwood Park Development. Public and semi-public land uses account for over 30% of the developed land, principally because of the Municipal Golf Course and the Carmelite Monastery properties.

Land use problems are confined generally to the commercial areas and to the trailer locations on Governor's View and Overbrook Roads. The commercial areas contain some instances of mixed land use, poor site design and inadequate buffering protection for adjacent residences. One outstanding example of inadequate buffering treatment is the trailer sales operation at the entrance to the Redwood Forest subdivision. This operation has undoubtedly had an adverse impact on the value of several adjacent residences. The trailer park on Overbrook Road is too densely developed, is not adequately designed to provide compatibility with adjacent uses and is detrimental regarding signs and landscaping.

The triangular section formed by U.S. 70, Swannanoa Road and Governor's View Road in the extreme northeast part of Area 23 contains inappropriately located residences. Residences in this section are surrounded by major streets and by unattractive and poorly maintained commercial development along U.S. 70. The western side of Governor's View Road is undeveloped and forms a good buffer between residences located to the east and this blighted section. This section is not subject to zoning and subdivision controls because of location outside the corporate limits of Asheville.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	209.4	32.2	43.0
SINGLE FAMILY	200.8	31.0	42.0
MULTI-FAMILY	8.6	1.2	1.7
COMMERCIAL	35.8	5.4	7.5
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	147.4	22.3	30.8
STREETS	78.0	11.9	16.4
RAILWAY	-	-	-
WATER	7.2	1.1	1.6
VACANT LAND	178.4	27.7	-
TOTAL ACRES	656.2	100	100

PERCENT DEVELOPED LAND: 72.9
STRUCTURES PER RESIDENTIAL ACRE: 2.7
HOUSING UNITS PER RESIDENTIAL ACRE: 2.9

ZONING

About 80 percent of Study Area 23 is zoned RA-6 Residential. Most of U.S. 70 is in Roadside Business zoning as is Swannanoa Road near its junction with U.S. 74. The eastern part of U.S. 70 is in residential zoning and should remain non-commercial. No critical zoning problems exist in the Area; however, future zoning revisions might seriously consider a higher zoning classification for a large part of the residential section. Extra-territorial zoning should be adopted in the small unzoned portion of the Study Area.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	544.15
RA-5 RESIDENTIAL	10.79
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	2.98
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	49.36
BUSINESS	—
COMMERCIAL	25.72
INDUSTRIAL	20.66
UNZONED	2.88

POPULATION

Study Area 23 is made up of an all white population of 1900. No substantial population increase is expected because of the small amount of vacant land suitable for residential development. When fully developed, assuming the present density, the Area will contain a total population of 2,844.

STREETS

No one street serves as a collector for Study Area 23. Governor's View Road provides north-south access through the Area and collects traffic from residential sections to the west. A host of streets provide the eastern residential section with access to the north, east and south.

Except for the new residential developments, minor streets are generally too narrow; however, this problem has not adversely affected the environment or caused an alarming number of accidents. Unpaved streets within the Area are insignificant and pose no blighting problem.

Study Area 23 will remain in predominantly medium value, single-family residential use. Commercial development along U.S. 70 will intensify and such development will be appropriate in the extreme northwest where the proposed Tunnel Connector Freeway intersects with U.S. 70. This intersection will enhance the potential and desirability for residential development of the vacant land in the western part of the Study Area. Construction of the proposed Connector Freeway will eliminate some trucking activities in the southwest; however, vacant land between the Swannanoa Road interchange and the Municipal Golf Course could house some of the displaced trucking terminals.

Development should be prohibited on the south side of Swannanoa Road to create an attractively landscaped open strip along the River.

LAND USE and
STRUCTURAL CONDITIONS

LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STRUCTURAL CONDITIONS

Less than one percent of the structures in Area 23 are blighted. Although structurally sound, several of the commercial buildings are unattractive and poorly maintained and designed. Close attention should be given to the maintenance of housing along the northern part of Governor's View Road and the eastern part of U.S. 70. The threat of commercial encroachment and inadequate buffering from such activities could cause a decline in property upkeep in this section.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	551	0	13	0	9	38	0	611
SUB-STANDARD REHABILITATE	4	0	0	0	0	1	0	5
SUB-STANDARD DILAPIDATED	0	0	0	0	0	0	0	0
TOTALS	555	0	13	0	9	39	0	616

RESIDENTIAL STRUCTURES: 568 NON-RESIDENTIAL STRUCTURES: 48

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	99.3%	99.1%
SUB-STANDARD REHABILITATE	.7%	.9%
SUB-STANDARD DILAPIDATED	–	–

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	609	–	609	99.3
SUB-STANDARD REHABILITATE	4	–	4	.7
SUB-STANDARD DILAPIDATED	–	–	–	–

LIVING IN SUB-STANDARD HOUSING: .7 %

OWNER OCCUPIED: 86% RENTER OCCUPIED: 14%

AVERAGE VALUE: $15,573.00 AVERAGE RENT: $58.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 3

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -			UNDER 6 -	1	
2 -			6-13 -	2	
3 -	3		14-17 -		
4 -			18-19 -		
5 -			20-29 -		
6 -			30-39 -		
7 -			40-59 -	5	
8 OR MORE -			60 & OVER -	1	
TOTAL	3		TOTAL	9	

AVERAGE FAMILY SIZE: WHITE 3 NON-WHITE 0
OVERALL AVERAGE FAMILY SIZE: 3

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000			UNSKILLED		
$2,000 - $3,000	1		SEMI-SKILLED	2	
$3,000 - $4,000	1		SKILLED	1	
$4,000 - $5,000			PROFESSIONAL		
OVER - $5,000	1				

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$2,998	
AVERAGE INCOME, FAMILY:	$3,865	
PER CAPITA INCOME:	$1,288	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:		
RECEIVING WELFARE:		

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -			$25 OR LESS -		
OWNER OCCUPIED -	3		$25 TO $34 -		
			$35 TO $44 -		
AVERAGE MONTHLY RENTAL-			$45 TO $54 -		
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL:

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.5	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	NONE	

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 0%

IMPACT FEATURES

Municipal Golf Course

The Asheville Municipal Golf Course has exerted a positive influence on residential development in the eastern part of the Study Area. The meandering course of this 18-hole facility creates an atmosphere of open space and privacy for the Beverly Hills residential section.

Carmelite Monastery

The Carmelite Monastery exerts no positive or negative influence on the Area. It does however, prevent the development of considerable land in the central part of the Area, provides some buffer protection for residences, and along with the Golf Course grounds, assures a low density of development for the Study Area as a whole.

Interchanges

Two interchanges - at Swannanoa River Road and Tunnel Road - will, when completed, promote the development of commercial activities within the vicinity of their location. They will also improve the location of the Area as a desirable place of residence within the Metropolitan Area.

BLIGHTING FACTORS

- - inadequately designed and unattractive trailer park on Overlook Road.

- - instances of mixed land use and poor site design in the commercial areas.

- - inadequate buffer treatment between residences and commercial activities at the entrance to Redwood Forest Subdivision and in the general vicinity of Governor's View Road's junction with Tunnel Road.

- - sub-standard accessory buildings in the extreme northeast unincorporated part of the Area. This Area is unzoned and is inappropriately located for residential land use. Commercial activities in this section are unattractive and poorly designed.

- - lack of adequate playground space. This factor is partially offset by the low density of development, the large amount of open space and the small amount of playground equipment located at various places on the Golf Course.

RECOMMENDED RENEWAL TREATMENT

Conservation is the only type of treatment needed in Study Area 23. Rehabilitation measures are needed in the unincorporated northeast part of the Area; however,

this section is not large enough to justify undertaking its correction as a specific project. Fortunately, streets and topography isolate this area from other sections and make the need for corrective action less critical. Extension of zoning controls and code enforcement into this section should prove sufficient to correct existing deficiencies.

Blighting conditions such as the trailer locations and inadequate buffer areas should gradually be corrected through proper revisions to the Asheville Zoning Ordinance. Close attention should be given to buffer needs if the vacant land around Redwood Forest is developed for other than single family residential use and when vacant land in the south is used for residential purposes.

STUDY AREA 24

Located in the southern part of the East Unit is Study Area 24, a basically undeveloped section of 861 acres which should experience considerable wholesale and light industrial growth because of strategic access to the proposed Metropolitan Area Freeway System. The Area is bordered by the Swannanoa River on the north, the Blue Ridge Parkway on the east, U.S. 74 to the south and the proposed Tunnel Connector Freeway to the west.

LAND USE

Vacant land dominates the character of Area 24, with 84 percent of the total land area undeveloped. Existing land use consists of a small concentration of wholesale commercial and light industrial uses along U.S. Highway 74, single family residences along Gashes Creek Road, a few scattered residences in the south and the Asheville Recreation Park in the north central part of the Area.

The one small area of mixed land use along U. S. 74 will be displaced by the proposed Interstate 40- U.S. 74 Interchange. No critical land use problems exist in other parts of the Area. The residences along Gashes Creek Road are well protected from the new industrial activities fronting on U.S. 74 by topographic conditions.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	28	3.3	20.8
SINGLE FAMILY	28	3.3	20.8
MULTI-FAMILY	-	-	-
COMMERCIAL	9	1.1	6.7
INDUSTRIAL	12	1.4	8.7
PUBLIC & SEMI-PUBLIC	34	4.0	25.4
STREETS	14	1.6	10.4
RAILWAY	27	3.1	19.5
WATER	12	1.3	8.5
VACANT LAND	726	84.2	-
TOTAL ACRES	862	100	100

PERCENT DEVELOPED LAND: 15.8
STRUCTURES PER RESIDENTIAL ACRE: 2.1
HOUSING UNITS PER RESIDENTIAL ACRE: 2.1

ZONING

Study Area 24 is unzoned except for the Asheville Recreation Park land. This Area should be protected by proper zoning controls - either through the adoption of extra-territorial zoning by the City of Asheville or by the County. This is especially essential in view of the proposed highway construction and the combined industrial-commercial residential potential of the Area.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	—
RA-5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	861.50

POPULATION

When fully developed Area 24's present population of 186 could increase to 1,610, assuming a density of 3.1 units per residential acre and development similar to Parkwood Forest in Area 34.

STREETS

U.S. 74 is the only major street located in Area 24. Gashes Creek Road is a major street within the Study Area. Both are adequate to meet present needs. When constructed, I-40 will run east-west through the Area with a major interchange at U.S. 74. This interchange will also serve to connect I-40 with the Tunnel Connector Freeway.

No critical street problems exist now, but careful consideration must be given to the planning of future streets to assure orderly growth. Extension of subdivision controls would help insure a workable and well-designed traffic circulation system within the Area.

FUTURE LAND DEVELOPMENT

Recent construction of wholesale commercial and light industrial uses will continue in the eastern part of Study Area 24 because of accessibility to the Metropolitan Freeway System and I-40 and the topography which is suitable for such development. Industrial use is also possible in the northeast between I-40 and the Swannanoa River if flooding problems can be controlled. This section is relatively flat and is served by a main line of the Southern Railroad.

Residential use will be restricted to the high ground on each side of Gashes Creek Road in the central part of the area, and to the southeast section betwen I-40 and the Blue Ridge Parkway. Medium density lower to middle priced residential housing will develop in these sections. Land abutting U.S. 74 between I-40 and the Parkway will be appropriate for tourist oriented commercial activities.

STRUCTURAL CONDITIONS

Most of Study Area 24's sub-standard structures will be eliminated by the construction of I-40. These structures are located in the south central part of the Area. Other sub-standard structures are found at scattered locations throughout, but form no concentration. Housing is generally well-maintained and most non-residential uses are in new, well constructed structures.

LAND USE and
STRUCTURAL CONDITIONS

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	38	0	0	0	14	6	6	64
SUB-STANDARD REHABILITATE	16	0	0	0	6	1	0	23
SUB-STANDARD DILAPIDATED	6	0	0	0	0	1	0	7
TOTALS	60	0	0	0	20	8	6	94

RESIDENTIAL STRUCTURES: 60 NON-RESIDENTIAL STRUCTURES: 34

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	63.3%	68.1%
SUB-STANDARD REHABILITATE	26.7%	24.5%
SUB-STANDARD DILAPIDATED	10.0%	7.4%

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 7

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -			UNDER 6 -	7	
2 -	1		6-13 -	9	
3 -	2		14-17 -	3	
4 -			18-19 -	1	
5 -	1		20-29 -	3	
6 -	1		30-39 -	5	
7 -	2		40-59 -	5	
8 OR MORE -			60 & OVER -		
TOTAL	7		TOTAL	33	

AVERAGE FAMILY SIZE: WHITE 4.71 NON-WHITE 0
OVERALL AVERAGE FAMILY SIZE: 4.71

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000	1		AGRICULTURE		
$1,000 - $2,000			UNSKILLED	3	
$2,000 - $3,000	1		SEMI-SKILLED	2	
$3,000 - $4,000	1		SKILLED		
$4,000 - $5,000			PROFESSIONAL		
OVER - $5,000	3				

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$2,974	
AVERAGE INCOME, FAMILY:	$5,278	
PER CAPITA INCOME:	$ 942	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:		
RECEIVING WELFARE:	2	

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	6		$25 OR LESS -	4	
OWNER OCCUPIED -	1		$25 TO $34 -	2	
AVERAGE MONTHLY RENTAL-$23.33			$35 TO $44 -		
			$45 TO $54 -		
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $23.33

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	2.2	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	4	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 57.1%

* Census information on owner occupancy, housing value and contract rent not available for this Study Area.

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	38	–	38	63.3
SUB-STANDARD REHABILITATE	16	–	16	26.7
SUB-STANDARD DILAPIDATED	6	–	6	10.0

LIVING IN SUB-STANDARD HOUSING: 36.7 %

IMPACT FEATURES

Recreation Park

This combined zoo, picnic area, amusement park and swimming facility will influence the development of residential land in the central part of Area 24. Although well shielded by topography and woods from land with residential potential the intangible fears of noise, crowds, strangers in the neighborhood, etc., will impede the pace of development and adversely effect its quality in this vacant land.

Interchanges

These facilities will provide the Area with a potential to realize full growth within the next ten years. Evidence of this is already fact, in the new construction along U.S. 74. Whether these impact features prove positive or negative to the Area will depend, to a large degree, on how quickly and how intelligently Area 24 is zoned.

BLIGHTING FACTORS

- - lack of zoning, of subdivision controls and of housing codes in the Area.
- - substandard structures in the southern part of the area.
- - land subject to flooding along the Swannanoa River.
- - inadequately located trailers.
- - mixed land use along U.S. 74 in the southern part of the Area.
- - instances of poorly maintained sites and structures throughout the Area.

RECOMMENDED RENEWAL TREATMENT

The small amount of blight found in Area 24 will easily be eliminated through expressway construction and natural growth. These occurrences, combined with the adoption of sound zoning, of subdivision regulation and of housing code enforcement will assure the prevention of blight in the future. Development planning and regulation is the only treatment recommended in this Area.

STUDY AREA 34

Study Area 34 is a relatively undeveloped section bound by U.S. 70 on the north, by the Blue Ridge Parkway on the east, by the Swannanoa River on the south and by Swannanoa Road on the west. Development is generally limited to the northern part of the Area, and is dominated by the Parkway Forest Subdivision and commercial activities along U.S. 70.

LAND USE

The major use of land in the Study Area is for single-family residences, Parkway Forest, a well-designed subdivision of $14,000 to $20,000 homes in the northeastern part contains the majority of these residences. The remainder of the residential development is found in the north along six dead end streets which extend south off of U.S. 70. Commercial use is confined to U.S. 70, except for two small businesses located in the southwest corner of the Area. Except for a few scattered residences the entire southern part of Area 34 is undeveloped.

Land use problems found in the Area are the use of land for trailers without proper site design to assure compatibility with surrounding residences and the inadequate site design of some commercial activities on U.S. 70. Recent construction in the northeast of the Area has upgraded commercial usage on U. S. 70.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	109	23.6	69.4
SINGLE FAMILY	109	23.6	69.4
MULTI-FAMILY	-	-	-
COMMERCIAL	7	1.5	4.3
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	3	.6	1.7
STREETS	36	7.6	22.3
RAILWAY	-	-	-
WATER	4	.8	2.3
VACANT LAND	308	65.9	-
TOTAL ACRES	467	100	100

PERCENT DEVELOPED LAND: 34.1
STRUCTURES PER RESIDENTIAL ACRE: 3.4
HOUSING UNITS PER RESIDENTIAL ACRE: 3.4

ZONING

Area 34 is not zoned except for a small section in the southwest which is within the corporate limits of Asheville. This section of about five acres is zoned RA-6 Residential and Roadside Business. Grading work has destroyed the residential potential of the land zoned RA-6. Because of this condition, rezoning to Roadside Business should be considered. This would not cause any particular problem if the west side of Swannanoa Road remains in residential zoning to provide protection for adjacent Beverly Hills residences.

It is recommended that zoning controls be extended to the unzoned parts of Area 34 as soon as possible.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	2.76
RA-5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	2.53
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	461.31

POPULATION

An all-white population of 1,186 resides in Study Area 34. Assuming a density comparable to Parkway Forest the Area will contain a population of 2,907 when the vacant land suitable for residential use is fully developed.

STREETS

No one street serves as a collector for Study Area 34, as all residential streets dead end. The minor streets are generally adequate for the limited areas which they serve. It is extremely important that provisions be made to permit the extension of streets to vacant lands in the south. Failure to do so could limit the development potential of this land.

A large percentage (45) of Area 34's streets are unpaved; however, the unpaved streets are primarily in the undeveloped portions and do not pose any critical problems. The only major problem regarding street construction and design is in the converted tourist cottage area in the northwest.

FUTURE LAND DEVELOPMENT

Future development in Study Area 34 will be medium to lower priced residential use. The Area is not likely to experience fast growth because the vacant land suitable for development is somewhat isolated by the existing street pattern and is not as desirable as other vacant lands in the Metropolitan Area. Industrial activities might be suitable for locations on the flat land paralleling the Swannanoa River, if flood problems are ever eliminated. Commercial development will be confined to U.S. 70 and the southwest part of the Area.

Construction of one good road to serve the southern part of the Area and provide access through to U.S. 70 will be necessary before development occurrs in the present vacant sections.

LAND USE and
STRUCTURAL CONDITIONS

LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STRUCTURAL CONDITIONS

Sub-standard structures are primarily located in the eastern part of the Study Area. The converted tourist cottage section is particularly entirely composed of marginal sub-standard structures. This concentration will remain sub-standard with decline inevitable until corrected by clearance and redevelopment action. No critical structural conditions problems exist in the remainder of the Area.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	281	0	0	0	5	9	0	295
SUB-STANDARD REHABILITATE	91	0	0	0	2	3	0	96
SUB-STANDARD DILAPIDATED	5	0	0	0	0	0	0	5
TOTALS	377	0	0	0	7	12	0	396

RESIDENTIAL STRUCTURES: 377 NON-RESIDENTIAL STRUCTURES: 19

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	74.6%	74.5%
SUB-STANDARD REHABILITATE	24.1%	24.2%
SUB-STANDARD DILAPIDATED	1.3%	1.3%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	281	–	281	74.6
SUB-STANDARD REHABILITATE	91	–	91	24.1
SUB-STANDARD DILAPIDATED	5	–	5	1.3

LIVING IN SUB-STANDARD HOUSING: 25.4%

* Census information on owner occupancy, housing value and contract rent not available for this Study Area.

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 17

FAMILY SIZE:	WHITE	NON WHITE
1 -		
2 -	5	
3 -	5	
4 -	2	
5 -	1	
6 -	3	
7 -		
8 OR MORE -	1	
TOTAL	17	

AGE GROUP:	WHITE	NON WHITE
UNDER 6 -	10	
6-13 -	14	
14-17 -	6	
18-19 -		
20-29 -	6	
30-39 -	12	
40-59 -	6	
60 & OVER -	10	
TOTAL	64	

AVERAGE FAMILY SIZE: WHITE 3.76 NON-WHITE 0
OVERALL AVERAGE FAMILY SIZE: 3.76

FAMILY INCOME:	WHITE	NON WHITE
UNDER - $1,000		
$1,000 - $2,000	3	
$2,000 - $3,000	2	
$3,000 - $4,000	2	
$4,000 - $5,000	3	
OVER - $5,000	1	

OCCUPATION:	WHITE	NON WHITE
AGRICULTURE		
UNSKILLED	4	
SEMI-SKILLED	6	
SKILLED	1	
PROFESSIONAL		

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,476	
AVERAGE INCOME, FAMILY:	$3,476	
PER CAPITA INCOME:	$ 790	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	8	
RECEIVING WELFARE:	1	

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	11	
OWNER OCCUPIED -	6	
AVERAGE MONTHLY RENTAL - $54.00		

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -	1	
$25 TO $34 -	1	
$35 TO $44 -	2	
$45 TO $54 -	1	
$55 TO $65 -	2	
$65 OR MORE -	4	

OVERALL AVERAGE MONTHLY RENTAL: $54.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.68	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	6	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 35.3%

IMPACT FEATURES

The Area contains no specific facilities which exert a strong impact on development and environmental conditions. The Oteen Veterans Administration Hospital, although located immediately north, in Study Area 22, does influence the small commercial concentration on U.S. 70 and is responsible for the location of several boarding homes for hospital visitors in the Area.

BLIGHTING FACTORS

- - concentration of sub-standard and densely populated housing in the northwest.

- - lack of proper zoning, subdivision and housing code controls in the unincorporated part of the Area.

- - unattractive, inadequately designed trailer parks which are not developing in a manner which will permit compatibility with the surrounding residential environment.

- - an abundance of dead end streets and poor traffic circulation to and from the Area.

- - very narrow and poorly platted streets in the northeast

- - flooding problems along the Swannanoa River.

- - lack of adequate playground facilities.

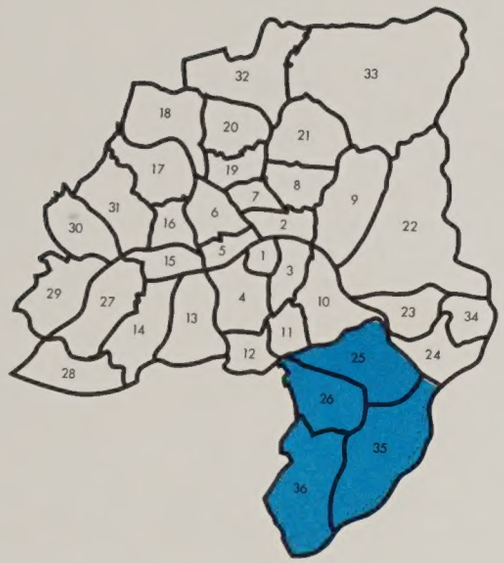
RECOMMENDED RENEWAL TREATMENT

Development planning regulation and rehabilitation are the treatments recommended for Study Area 34. Rehabilitation action with clearance is necessary if the small concentration of sub-standard residences in the extreme northwest part of the Area is to be corrected. Inadequate lot sizes, high density, narrow streets, and age and quality of existing structures prevent improvement of this section by any action other than clearance and rehabilitation.

Planning and regulation will be adequate for the remainder of the Study Area. Adoption of adequate zoning, subdivision regulations and housing codes should contain and eventually eliminate the few blight problems found in the Area. However, such controls are needed immediately.

SOUTH UNIT

Four Study Areas, 25, 26, 35, and 36, are located in the South Unit. A large percentage of the Metropolitan Area's industrial activities and its finest residential community is found in the South Unit. Yet, it is basically a section of low to medium priced single family residential use.



Blight is a potential problem in several parts of the South Unit. Sparse development has minimized the effects of blighting factors and offers the possibility of corrrective and preventive action short of Federally sponsored rehabilitation and clearance projects. In two instances, however, rehabilitation projects will be necessary to upgrade obsolete and blighted conditions.

Considerable vacant land is available for future residential growth in the South Unit. Lower priced, medium density, residential use is likely to dominate this growth because of the existing scatteration of this type housing throughout most of the developed sections. Easy access to the Metropolitan Freeway System, location near existing industrial activities and direct access to the growing industrial uses in the Skyland-Fletcher areas makes it an ideal location for such housing.

PERTINENT STATISTICS

POPULATION:		
	WHITE	8992
	NON-WHITE	1023
	TOTAL	10,015

ULTIMATE POPULATION POTENTIAL: 19,792

USE OF LAND	ACRES	PERCENT
RESIDENTIAL	1517	28.5
SINGLE FAMILY	1509	28.4
MULTI-FAMILY	8	.1
COMMERCIAL	85	.7
INDUSTRIAL	140	2.7
PUBLIC & SEMI-PUBLIC	185	3.5
STREETS & RAILWAY	475	8.9
WATER	9	.1
VACANT LAND	2898	54.6
TOTAL ACRES	5306	100

DEVELOPED LAND: 45.4%
HOUSING UNITS PER RESIDENTIAL ACRE: 2.1

STRUCTURAL CONDITIONS	NUMBER OF STRUCTURES	PERCENT
STANDARD	2679	83
SUB-STANDARD REHABILITATE	490	15
SUB-STANDARD DILAPIDATED	62	2
TOTAL STRUCTURES	3231	100

LIVING IN SUB-STANDARD HOUSING: 17%

STREETS SYSTEM

Maior Streets

Hendersonville Road(U.S. 25) - is a major north-south route for through long distance traffic, as well as the major traffic artery for the South Unit. This facility will be granted considerable relief when I-26 is available to southbound traffic. Hendersonville Road should be widened throughout its length to provide a minimum of four traffic lanes.

Sweeten Creek Road - (U.S. 25A) - serves as an alternate route to Hendersonville Road (U.S. 25) and provides north-south access through the South Unit. Except in the Biltmore commercial area, Sweeten Creek Road is a two-lane major highway. The truck transportation needs of industries along Sweeten Creek Road plus the employee traffic generated by these plants, makes it imperative that four moving lanes and two emergency lanes be constructed throughout the South Unit. Reasonable access controls should be exercised when these improvements are realized.

Major Streets within the South Unit

Fairview Road - serves as a major collector for Study Area 25 and provides east-west movement in the north part of the South Unit. This road should be widened to provide adequate moving lanes and usable shoulders. Also, its dangerous intersection with Sweeten Creek Road should be improved.

London Road - runs north-south through Study Area 26. Existing traffic lanes are sufficient for the anticipated 1980 traffic volumes. Improvements should be made, however, to provide adequate width lanes and usable shoulders

West Chapel Road - provides access from Hendersonville Road to Sweeten Creek Road in the central part of the South Unit. This facility should definitely be widened to provide two adequate traffic lanes and shoulders throughout its entire length.

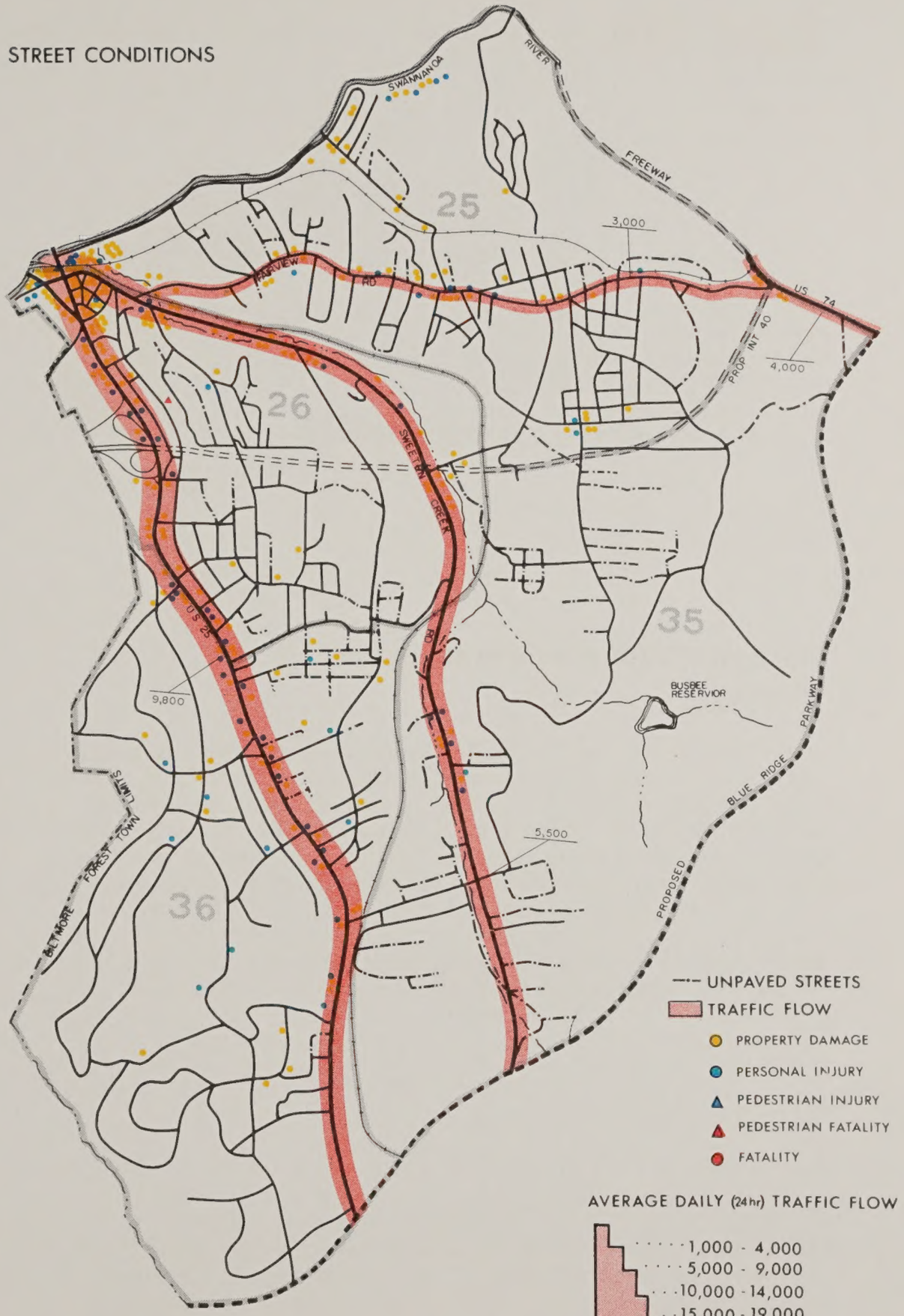
Vanderbilt Road - adequately serves as the major collector of traffic for the Town of Biltmore Forest. No improvements are needed on this facility.

Oakley School Road - Buena Vista Road - serves as a collector of traffic for Study Area 35 and provides access south from Fairview Road through Area 25 and 35 to connect with Sweeten Creek Road in the south of the South Unit. Adequate right-of-way should be acquired for future widening and realignment.

Summary of Conditions

Traffic circulation is a serious problem in the South Unit. Congestion is a very real problem which is retarding the full potential of the Biltmore Commercial area. Inadequate streets, off-street parking and access controls are contributing factors to the unsightly and blighted conditions found in the industrial sections. Collector streets are in need of improvements to provide adequate lanes and safer alignment.

Completion of the Asheville Freeway System will help the traffic situation by diverting most of the through long distance traffic from U.S. 25 and U.S. 25A. This will improve the South Unit's accessibility to most



Source: N.C. State Highway Commission

of the Metropolitan Area; however, a direct limited access route to Central Asheville with connection to the Weaverville Expressway is the South Unit's major accessibility need. Such a facility would greatly relieve Biltmore's traffic needs.

TRAFFIC ACCIDENTS

STUDY AREA	VECHICULAR			PEDESTRIAN	
	Property Damage	Personal Injury	Fatality	Personal Injury	Fatality
25	48	10	-	-	-
26	138	30	-	1	1
35	6	5	-	-	-
36	33	30	-	-	-
SOUTH TOTALS	225	75	0	1	1

STREET CONDITIONS

STUDY AREA	PAVED STREETS (Miles)	UNPAVED STREETS (Miles)	TOTAL (Miles)
25	9.09	2.73	11.82
26	15.90	2.73	18.63
35	8.11	7.14	15.25
36	20.58	2.61	23.19
SOUTH UNIT	53.68	15.21	68.89

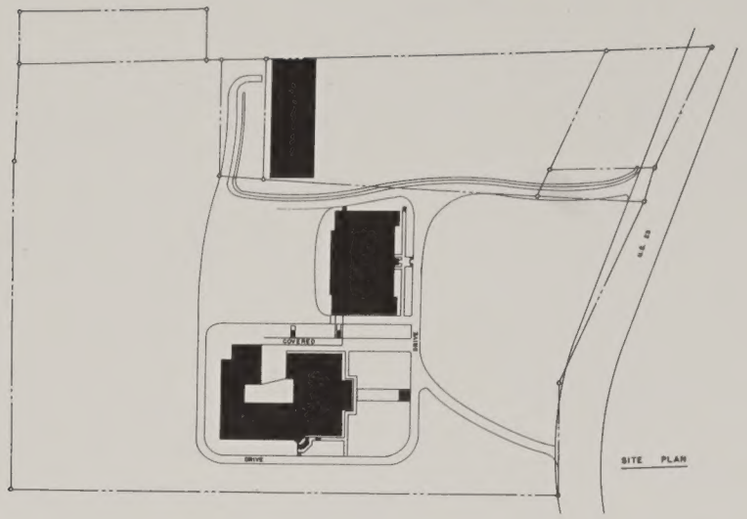
COMMUNITY FACILITIES AND SERVICES

SCHOOLS

The South Unit is basically served by three elementary schools - Biltmore, Oakley and Shiloh. A fourth elementary school - Valley Springs - serves the southern part of Area 36 and a very small part of Study Area 35. Biltmore Elementary generally serves the northwest part of the South Unit and Oakley Elementary, the northeast. Shiloh Elementary is an all Negro school. The northeast part of the South Unit is in the Reynolds High School district and the northwest and southern part is in the Roberson High School district. Neither high school is located within the South Unit but both are within twenty minutes driving time of any part of the Unit.

Biltmore Elementary School

The Biltmore Elementary School is located on a 12½ acre site fronting on U.S. 25 in the western part of Study Area 26. The physical plant consists of three old, but structurally sound and reasonably well-maintained buildings. The site is well buffered from surrounding land uses and from the heavy traffic on U.S. 25. No blighting influences exist in connection with this facility.



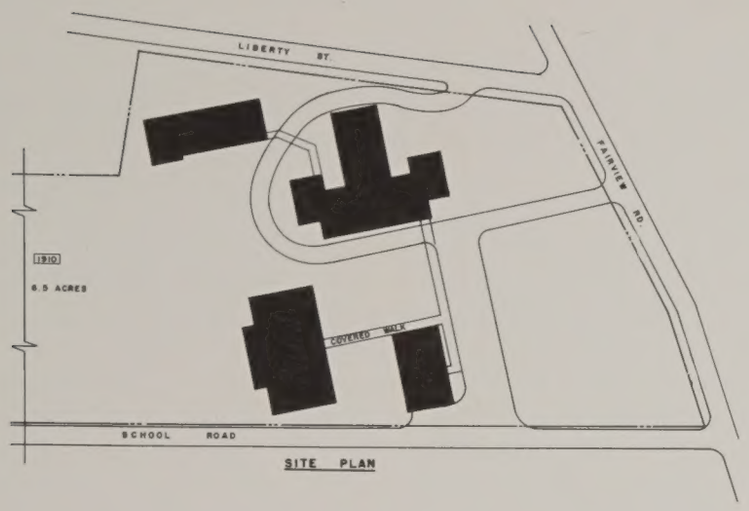
Site Size: 12.5 Acres
Condition of Structure: Standard - functional
Year Constructed: 1916
Pupil Capacity: 425
Present Enrollment: 595
Playground: Adequate
Environmental Setting: Excellent

Existing Needs:

Classrooms: 6
Acreage: 0
Other: Additional Parking Space

Oakley Elementary School

The Oakley Elementary School is located in the central part of Study Area 25 on Fairview Road. The site is reasonably well maintained and is compatible with surrounding residences. The physical plant consists of two older brick structures, which are basically obsolete. Overcrowding is a serious problem at this school and consideration should be given to its replacement with a modern facility and to site expansion or relocation. Prior to such action, careful attention should be given to maintenance to prevent the development of blighting conditions.



SITE PLAN

Site Size:	6.5
Condition Structure:	Standard - functionally obsolete
Year Constructed:	1920
Pupil Capacity:	575
Present Enrollment:	833
Playground:	Inadequate
Environmental Setting:	Fair

Existing Needs:

Classrooms:	10
Acreage:	6.8
Other:	Replacement of Facilities should be planned

Shiloh Elementary School

Located on a seven acre site on Shiloh Road, which serves as the boundary betwen Study Areas 26 and 36, the Shiloh Elementary School is housed in an obsolete but standard structure. Maintenance of the buildings and grounds is at best fair and their general appearance contributes nothing to the surrounding sub-standard environmental conditions.

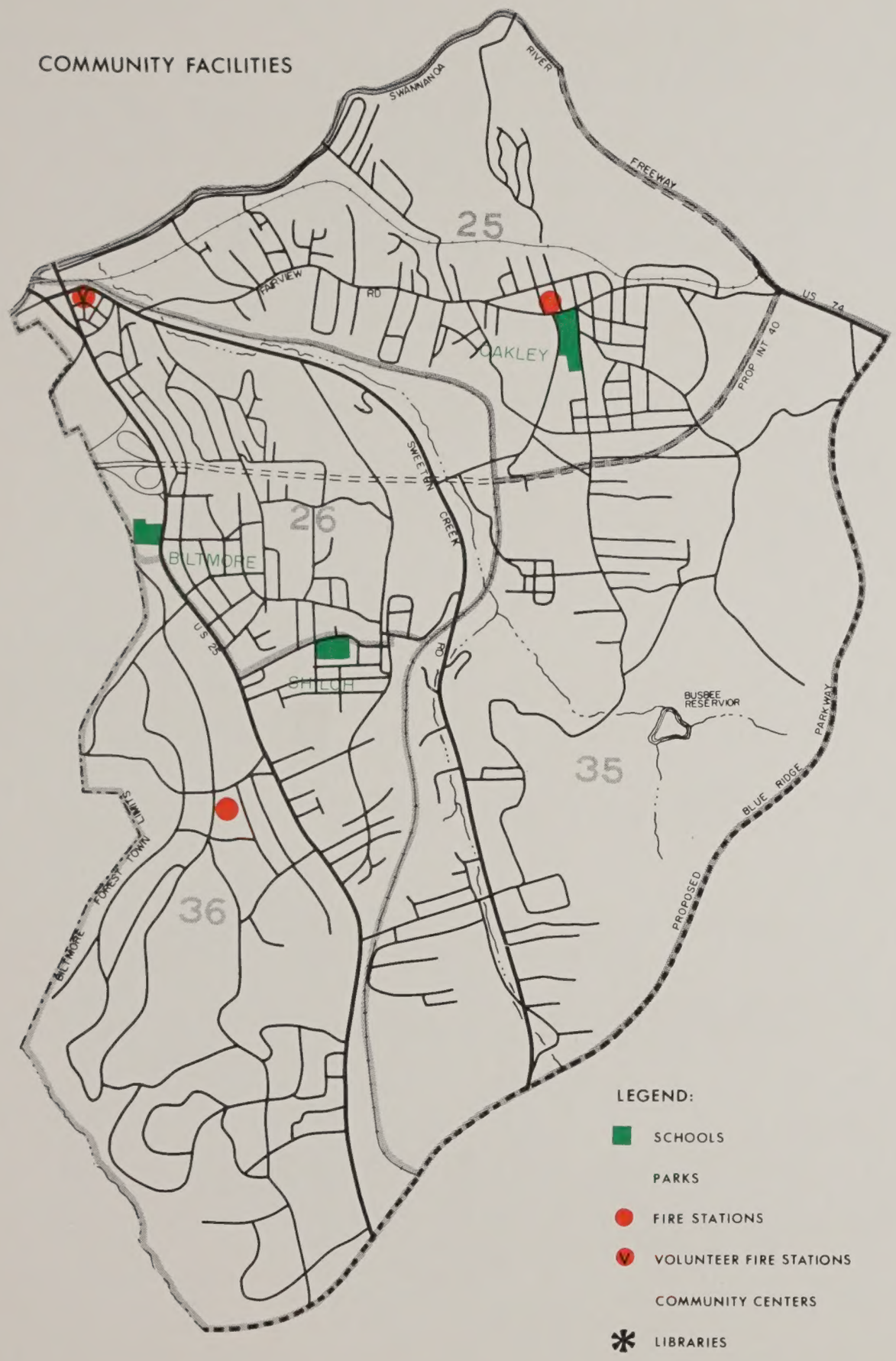
This school should be phased out over the coming years with the student enrollment being absorbed by Biltmore Elementary School. Improved landscaping and maintenance is strongly recommended until such time as the above action is taken.

Site Size:	7.0 Acres
Condition of Structure:	Standard - functionally obsolete
Year Constructed:	1928
Pupil Capacity:	250
Present Enrollment:	244
Playground:	Inadequately equipped
Environmental Setting:	Poor

Existing Needs:

Classrooms:	0
Acreage:	0
Other:	Playground Improvements Improved Maintenance Definite Plans for Phasing Out The Operation of This School

COMMUNITY FACILITIES



RECREATION

The Biltmore, Oakley and Shiloh School playgrounds are the only such facilities available in the South Unit.

Study Area 25 is served by the playground facilities at Oakley School. This playground is very poorly equipped and generally inadequate to meet the needs of Area 25. A poorly maintained but lighted ball field is available. The Oakley playground is well located, but needs ground improvements, better maintenance and more playground equipment. Eventual construction of the proposed community center park on eight acres adjacent to Oakley School will adequately meet the Study Area's needs.

The Biltmore Elementary School playground serves Study Area 25. Two ballfields, one lighted, and outdoor basketball courts are available at this facility which needs additonal playground equipment. A location which requires the crossing of heavily traveled Hendersonville Road is the major disadvantage of this playground.

The extremely inadequately equipped and maintained Shiloh School playground is centrally located to serve both the southern part of Area 26 and the northeast part of Area 36. Ample land is available to develop a suitable playground on this site, and this report recommends that such a development be properly designed and constructed.

Private recreational facilities adequately serve the Biltmore Forest portion of Study Area 36.

Study Area 35 contains no recreational facilities; however, this condition is not detrimental because of the rural setting, the sparse development and the large amount of undeveloped land.

Private Recreation Facilities Include:
- Biltmore Country Club
- Facilities at Asheville Country Day School

FIRE PROTECTION

Two stations, one on Fairview Road in the central part of Area 25 and one located in the northwest corner of Area 26, provide adequate fire protection to that part of the South Unit which is located within the City of Asheville. The Town of Biltmore Forest has its own municipal fire department, and the unincorporated part of the South Unit is served by the Skyland and Fairview Voluntary Fire Departments.

MAJOR FIRES

STUDY AREA	NUMBER (Two year period)	PERCENT OF ENTIRE AREA UNDER STUDY
25	6	2.40
26	2	.10
35	2	.10
36	6	2.20
SOUTH UNIT	16	4.80

UTILITIES

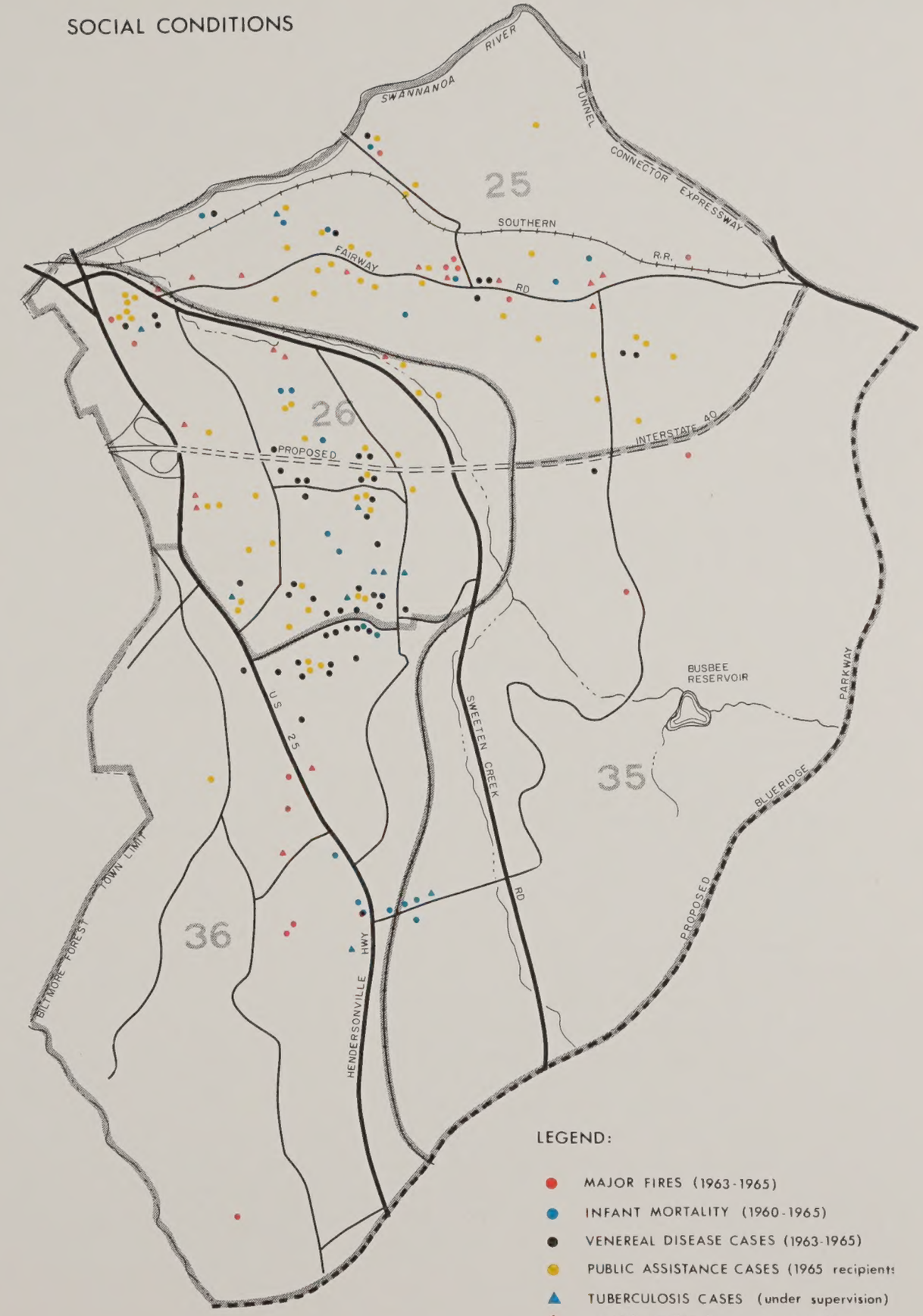
Utilities are adequate throughout the South Unit or can be easily extended as development occurs.

SOCIAL CONDITIONS

Social indicies reflecting blighted conditions are not a critical problem in the South Unit. With a few exceptions, these conditions are located in sections where sub-standard structures are numerous. Within the Neighborhood Analysis Planning Area, the South Unit has:

8.8 PERCENT OF THE TUBERCULOSIS CASES
9.8 PERCENT OF THE INFANT MORTALITY
6.0 PERCENT OF THE VENEREAL DISEASE CASES
7.4 PERCENT OF THE PUBLIC ASSISTANCE CASES
4.9 PERCENT OF THE MAJOR ARRESTS

SOCIAL CONDITIONS



STUDY AREA 25

Located in the northeast part of the South Unit, Study Area 25 is bordered on the north by the Swannanoa River, on the east by the proposed Tunnel Connector Freeway, on the south by I-40, and on the west by the Southern Railroad. The bulk of the Area consists of single-family residences and is locally identified as the Oakley Community. Strategic location near industrial uses and the Metropolitan Freeway System is making, and will continue to make, Area 25 a prime growth section for new moderately priced housing.

LAND USE

Single-family residential use accounts for over half of Area 25's developed land. Heavy commercial and light industrial activities are significant in the extreme western section and along the northern border. A large number of building material establishments and other operations with outside storage are found in the industrial sections. This situation combined with a number of marginal structures and poorly maintained sites has created a very unattractive industrial environment. Several new industrial buildings are, however, beginning to upgrade these areas. Shopping facilities are limited to two small obsolete concentrations on Fairview Road.

Land use problems are critical only where the non-residential and residential uses border. This is true regarding the Koon development industrial complex, the industrial uses on Fairview Road and the small commercial sections on Fairview Road. In each instance, residences are mixed with commercial and/or industrial uses and no buffering protection has been provided. The majority of residences backing on the Southern Railroad are protected by topographic conditions. Outside storage in residential areas is a problem throughout the Study Area and is especially numerous north of Fairview Road.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	321	25.61	53.00
SINGLE FAMILY	319	25.60	52.60
MULTI-FAMILY	2	.01	.40
COMMERCIAL	31	2.62	5.10
INDUSTRIAL	65	5.31	10.70
PUBLIC & SEMI-PUBLIC	11	.90	1.90
STREETS	51	4.07	8.40
RAILWAY	118	9.45	19.40
WATER	9	.73	1.50
VACANT LAND	638	51.40	-
TOTAL ACRES	1244	100	100

PERCENT DEVELOPED LAND: 48.6
STRUCTURES PER RESIDENTIAL ACRE: 3.2
HOUSING UNITS PER RESIDENTIAL ACRE: 3.3

ZONING

All but the unincorporated eastern part of Study Area 25 is zoned. No particular zoning problems exist;however, the extension of extra-territorial zoning into the unincorporated section is essential because of the proposed I-40 - U. S. 74 interchange.

ZONING STATISTICS

ZONING CLASSIFICATION		ACRES
RA-10	RESIDENTIAL	—
RA- 9	RESIDENTIAL	—
RA- 8	RESIDENTIAL	—
RA- 6	RESIDENTIAL	624.51
RA- 5	RESIDENTIAL	—
RA-M	RESIDENTIAL	—
INSTITUTIONAL		—
RESTRICTED BUSINESS		—
NEIGHBORHOOD TRADING AREA		7.35
ROADSIDE BUSINESS		—
BUSINESS		—
COMMERCIAL		43.62
INDUSTRIAL		174.50
UNZONED		394.60

POPULATION

Study Area 25 contains a population of 3,224 whites and 59 non-whites. It could have a population of 5,329 when the suitable residential land is fully developed assuming a continuation of the present residential density.

STREETS

Fairview Road is the major collector street for Area 25. This east-west facility should definitely be widened and improved as traffic demands continue to increase. Glendale Avenue and Stoner Road provide access from the residential sections to the industrial sections along the Swannanoa River. Both are too narrow and in need of improvements to correct poorly designed curves and intersections.

Minor streets are, in general, inadequate throughout the Study Area. Deficiencies which exist are narrow pavement widths, dangerous intersections, blind sight distance, insufficient setbacks, jogs, and poor overall design. The only reasonably well-designed and improved streets are in the older residential section in the southeast.

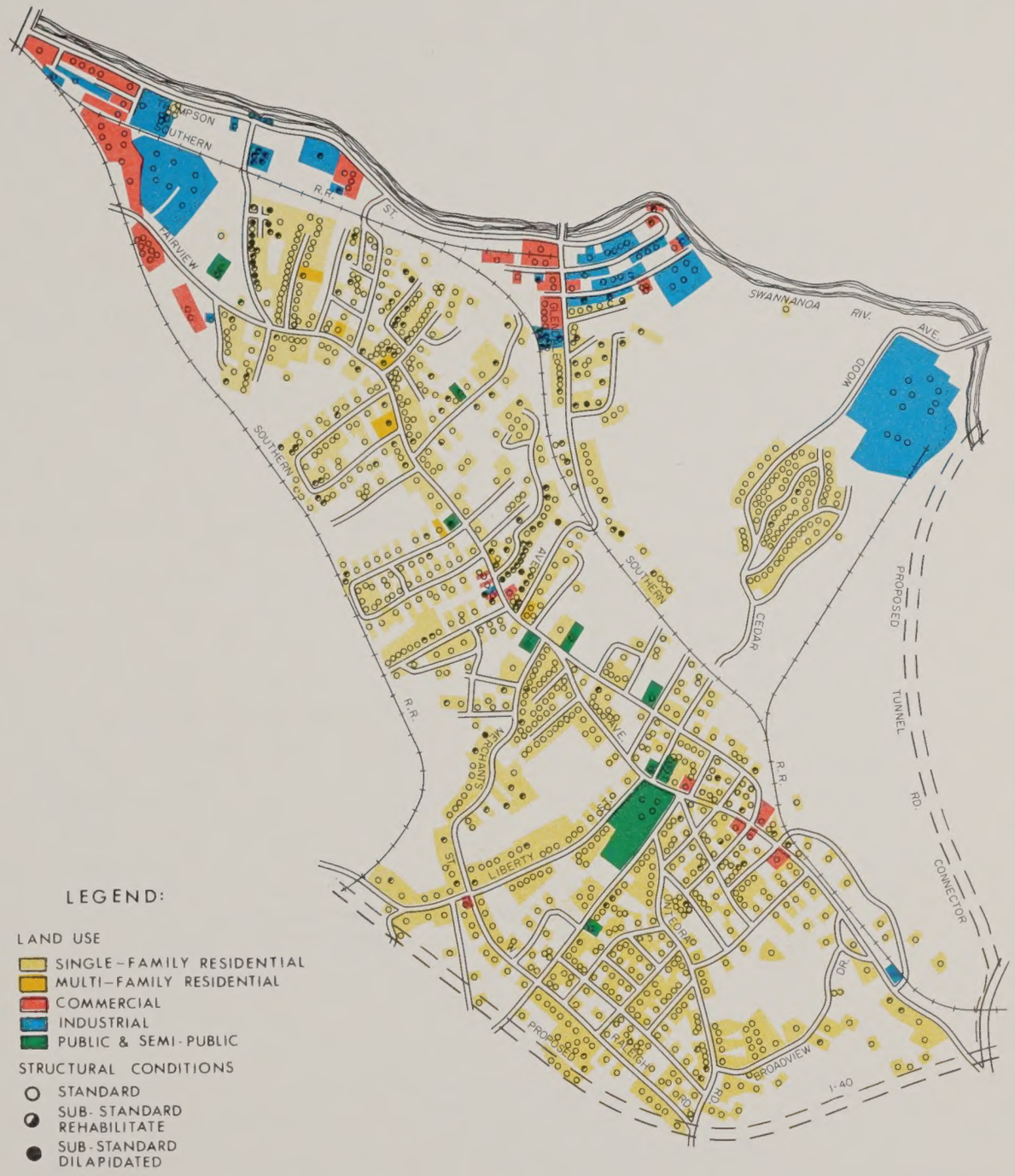
FUTURE LAND DEVELOPMENT

This Area will continue as a lower priced single-family residential community with light industrial uses in the west and north. Completion of the I-40 interchange will make Area 25 desirable for the continuation of the moderately priced housing development precedent which has been established. This coupled with nearness to places of industrial employment should greatly increase the full development of suitable residential land.

STRUCTURAL CONDITIONS

Sub-standard structures, as well as other blighting factors, are a problem in that part of Area 25 which is bound by Thompson Street on the north, the City Limits and Glendale Avenue on the east, Fairview Road on the south and Stoner Road on the west. Sub-standard conditions in this section are of sufficient quantity to prove detrimental to standard structures and the overall environment. Three concentrations within this section contain an extremely high percentage of sub-standard structures. They are: the west side of Stoner Road; the general vicinity of the intersection of Glendale Avenue and Fairview Road, and the residences south of the Koon Development. The remainder of the Study Area is not adversely affected by sub-standard structures because of the lack of any concentration.

LAND USE and
STRUCTURAL CONDITIONS



IMPACT FEATURES

Other than the development potential afforded by the I-40 - U. S. 74 interchange, no significant impact features are located in Area 25.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	886	4	6	0	14	58	44	1,012
SUB-STANDARD REHABILITATE	111	8	5	0	1	2	23	150
SUB-STANDARD DILAPIDATED	9	7	0	0	0	0	0	16
TOTALS	1,006	19	11	0	15	60	67	1,178

RESIDENTIAL STRUCTURES: 1036 NON-RESIDENTIAL STRUCTURES: 142

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	86.5%	85.9%
SUB-STANDARD REHABILITATE	12.0%	12.7%
SUB-STANDARD DILAPIDATED	1.5%	1.4%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	900	4	904	85.4
SUB-STANDARD REHABILITATE	131	8	139	13.1
SUB-STANDARD DILAPIDATED	9	7	16	1.5

LIVING IN SUB-STANDARD HOUSING: 14.6%

OWNER OCCUPIED: 82% RENTER OCCUPIED: 18%

AVERAGE VALUE: $8,666.00 AVERAGE RENT: $44.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 32

FAMILY SIZE:	WHITE	NON WHITE
1 -	5	
2 -	6	1
3 -	5	2
4 -	3	1
5 -	4	
6 -	1	
7 -		1
8 OR MORE -	2	1
TOTAL	26	6

AGE GROUP:	WHITE	NON WHITE
UNDER 6 -	19	4
6-13 -	12	6
14-17 -	6	2
18-19 -	2	
20-29 -	13	5
30-39 -	7	3
40-59 -	15	4
60 & OVER -	14	3
TOTAL	88	27

AVERAGE FAMILY SIZE: WHITE 3.38 NON-WHITE 4.5

OVERALL AVERAGE FAMILY SIZE: 3.5

FAMILY INCOME:	WHITE	NON WHITE
UNDER - $1,000		
$1,000 - $2,000	1	1
$2,000 - $3,000	5	2
$3,000 - $4,000	5	2
$4,000 - $5,000	2	
OVER - $5,000		

OCCUPATION:	WHITE	NON WHITE
AGRICULTURE		
UNSKILLED	2	4
SEMI-SKILLED	9	1
SKILLED	9	1
PROFESSIONAL		

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,341	$2,460
AVERAGE INCOME, FAMILY:	$3,582	$2,959
PER CAPITA INCOME:	$ 826	$ 778
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	1	2
RECEIVING WELFARE:	5	2

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	4	2
OWNER OCCUPIED -	22	4
AVERAGE MONTHLY RENTAL-	$23.25	$27.50

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -	3	1
$25 TO $34 -		1
$35 TO $44 -	1	
$45 TO $54 -		
$55 TO $65 -		
$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $24.66

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.76	1.92
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	7	2

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 28.1%

BLIGHTING FACTORS

- - lack of zoning controls in the unincorporated portions of the Area.

- - poorly designed and inadequate streets throughout the Area.

- - intermixture of land uses in the vicinity of the small commercial concentrations on Fairview Road and the Koon Development in the north.

- - uncontrolled outside storage at isolated locations throughout with more numerous occurrence in the northeast residential sections.

- - sub-standard accessory buildings located throughout with the larger number in the northeast.

- - poorly maintained structures and unattractive site maintenance. This is especially true in the northeast residential section and in the areas of commercial and industrial use.

- - concentrations of sub-standard housing.

- - flood conditions along the Swannanoa River in the north.

RECOMMENDED RENEWAL TREATMENT

Four different types of treatment are recommended for Study Area 25. The sub-standard section described in the structural conditions analysis is recommended as a Rehabilitation Project Area. Such action is necessary to upgrade this section and prevent further deterioration from making total clearance the only solution. Rehabilitation treatment action is recommended for the western part, and development planning and controls for the sparsely developed eastern portion of the Area. Conservation treatment with particular attention to strong code enforcement and adoption of extra-territorial zoning controls is recommended for the remainder of the Area.

STUDY AREA 26

Study Area 26 is characterized by the Biltmore Commercial Area and the industrial activities along Sweeten Creek Road. Bound on the north and east by the Southern Railroad, on the south by Shiloh and West Chapel Roads, and on the west by the Asheville City Limits, this study area is confronted more with problems of traffic circulation than with problems of environmental blight. However, the failure to solve traffic problems could very easily lead to crucial blight problems.

Street improvements, improved playground facilities and landscaping along the Swannanoa River, as well as private initiative in improvements and beautification of commercial and industrial properties would greatly enhance the Area's environment and attractiveness, and are strongly recommended.

LAND USE

A diversity of land uses exist throughout the Study Area. Commercial activities are located in the Biltmore Shopping Area in the northwest and along Hendersonville Road in the southwest. Both of these areas have residences mixed with the commercial uses, and the commercial activities along Hendersonville Road are not properly buffered from adjacent residences on Reed Street. Industrial activities are primarily located along Sweeten Creek Road in the north and eastern parts of the Area. Light industrial and wholesale operations dominate the industrial sections. Residential land use consists of lower priced, single family residences. Most are older residences with very little evidence of new residential growth being found in the area.

Land use problems are generally confined to the commercial and industrial areas. These problems are a mixture of land uses in the two commercial sections and poor site design with inadequate setbacks in the industrial sections. Poor site and structural maintenance, lack of landscaping, and uncontrolled outside storage, have created a very unattractive industrial environment along Sweeten Creek Road. This condition has created an image which is not in the best interest of Study Area 26 and the Biltmore Shopping Area in particular.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	165	18.5	41.7
SINGLE FAMILY	161	18.0	40.7
MULTI-FAMILY	4	.5	1.0
COMMERCIAL	29	3.3	7.4
INDUSTRIAL	70	7.8	17.8
PUBLIC & SEMI-PUBLIC	23	2.5	5.8
STREETS	87	9.7	21.9
RAILWAY	21	2.4	5.4
WATER	-	-	-
VACANT LAND	499	55.8	-
TOTAL ACRES	894	100	100

PERCENT DEVELOPED LAND: 44.2
STRUCTURES PER RESIDENTIAL ACRE: 3.6
HOUSING UNITS PER RESIDENTIAL ACRE: 3.8

ZONING

All but a small, unincorporated portion of Study Area 25 is zoned. This unzoned area is now largely undeveloped and should be zoned through the adoption of extra-territorial zoning.

Zoning in the Biltmore Commercial Area is inappropriate for existing development and for the kind of development that is considered to be the best use of the Area. The Business District zone which now exists, requires no off-street parking, no setbacks, no yards, and allows uses which would be harmful to the Area. Because of the impact which the Interstate 40 Interchange is likely to have on the area, it is recommended that the existing business and neighborhood trading zoning districts be reevaluated.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	—
RA-5 RESIDENTIAL	351.52
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	29.39
ROADSIDE BUSINESS	—
BUSINESS	99.19
COMMERCIAL	—
INDUSTRIAL	218.58
UNZONED	194.88

POPULATION

Study Area 26's existing population of 1419 whites and 524 non-whites is not likely to experience any significant increase. The construction of I-40 will displace several residences and a great deal of the Study Area's vacant land has industrial and commercial potential. Assuming the full development of the vacant land appropriate for residences, the Area could have an ultimate population potential of 4299 based on existing densities.

STREETS

Two major streets run north-south through Study Area 26. They are Hendersonville Road (U.S. 25) and Sweeten Creek Road (U.S. 25A). These streets are heavily traveled and carry a considerable amount of through long distance traffic and truck traffic. Access points and off-street parking are very inadequate on Sweeten Creek Road.

Major collector streets within the area are London Road, running north-south, and West Chapel Road running east-west. Each of these facilities is too narrow and poorly designed to safely carry traffic. Caribou Road, which runs north-south through the eastern part of the Study Area, will become a major collector street when that part of the Study Area develops. Minor residential streets are poorly designed and contain an abundance of dangerous intersections, narrow pavement widths, blind sight distances, dangerous curves and are generally inadequate for good internal traffic circulation.

FUTURE LAND DEVELOPMENT

Residential development in Study Area 26 will be for lower to medium priced single family residences. This type of development is now predominant throughout, and its presence, along with nearby commercial and industrial activities, will prohibit investments for higher quality housing. Wholesaling and industrial activities will continue to dominate the use of land in the eastern and northern section of the Study Area. The future of the Biltmore Shopping Area will depend upon how intelligently solutions are made regarding traffic and land use problems. Assuming that traffic problems are eliminated, that inappropriately located uses are displaced, and that stringent zoning controls are provided, this shopping-office complex could become one of the most attractive commercial sections in the Asheville Metropolitan Area.

LAND USE and
STRUCTURAL CONDITIONS

LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STRUCTURAL CONDITIONS

Although some 20 percent of existing structures are sub-standard, they are not a strong blighting influence because of scattered locations throughout the Area. Housing is generally well-maintained and a strong code enforcement program should eliminate and prevent the spread of sub-standard housing in the Study Area.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	333	109	14	1	23	66	50	596
SUB-STANDARD REHABILITATE	82	44	4	0	1	5	4	140
SUB-STANDARD DILAPIDATED	1	14	0	0	0	0	0	15
TOTALS	416	167	18	1	24	71	54	751

RESIDENTIAL STRUCTURES: 602 NON-RESIDENTIAL STRUCTURES: 149

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	75.9%	79.4%
SUB-STANDARD REHABILITATE	21.6%	18.6%
SUB-STANDARD DILAPIDATED	2.5%	2.0%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	366	111	477	76.1
SUB-STANDARD REHABILITATE	91	44	135	21.5
SUB-STANDARD DILAPIDATED	1	14	15	2.4

LIVING IN SUB-STANDARD HOUSING: 23.9%

OWNER OCCUPIED: 69% RENTER OCCUPIED: 31%

AVERAGE VALUE: $7,730.00 AVERAGE RENT: $47.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 26

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	3	2	UNDER 6 -	7	6
2 -	2	3	6-13 -	16	11
3 -	4	1	14-17 -	6	6
4 -	4		18-19 -	1	1
5 -	1	2	20-29 -	12	6
6 -	1	1	30-39 -	6	4
7 -	2	1	40-59 -	11	8
8 OR MORE -	1	2	60 & OVER -	10	8
TOTAL	18	12	TOTAL	69	50

AVERAGE FAMILY SIZE: WHITE 3.83 NON-WHITE 0
OVERALL AVERAGE FAMILY SIZE: 3.9

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000	1	1	AGRICULTURE		
$1,000 - $2,000	1	1	UNSKILLED	4	8
$2,000 - $3,000	2	3	SEMI-SKILLED	7	
$3,000 - $4,000	5	1	SKILLED	3	
$4,000 - $5,000	3	3	PROFESSIONAL		
OVER - $5,000	2				

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,280	$3,533
AVERAGE INCOME, FAMILY:	$3,930	$3,362
PER CAPITA INCOME:	$ 917	$ 625
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	10	4
RECEIVING WELFARE:		3

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	12	3
OWNER OCCUPIED -	6	9
AVERAGE MONTHLY RENTAL-	$45.08	$32.00

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -		1
$25 TO $34 -	3	1
$35 TO $44 -	3	1
$45 TO $54 -	2	
$55 TO $65 -	3	
$65 OR MORE -	1	

OVERALL AVERAGE MONTHLY RENTAL: $42.46

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.56	2.08
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	2	3

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 16.7%

IMPACT FEATURES

Completion of the Interstate 40-U.S. 25 interchange in the western part of the Area will have a favorable influence on future growth and development. This facility will provide the Biltmore Commercial Section with greater accessibility and with some through traffic relief. It should also encourage the development of new residential construction throughout the Study Area

BLIGHTING FACTORS

- - lack of zoning controls in the unincorporated portion of the Study Area.

- - intermixture of land uses in the commercial sections of the Study Area.

- - outside storage and substandard accessory buildings located throughout the residential sections.

- - poorly designed residential streets with an abundance of blind intersections, narrow pavement widths, poor sight distances, etc.

- - flood potential along the Swannanoa River in the northern section of the Study Area. Such conditions are potentially dangerous to Biltmore and the industrial operations near the River.

- - unattractive structures, poorly maintained sites and generally bad site design throughout the Study Area's industrial sections.

- - a considerable number of sub-standard structures scattered throughout the area. This condition is more critical in the non-white residential sections in the southern parts of the area.

- - lack of proper buffer treatment between adjacent residences and commercial activities on Hendersonville Road.

- - unpaved streets

- - inadequate off-street parking and excessive curb cuts along Sweeten Creek Road.

RECOMMENDED RENEWAL TREATMENT

Conservation, rehabilitation treatment and rehabilitation project action is recommended for Study Area 26. Conservation treatment is recommended for all but the northwest and southeast parts of the Area. Although a number of blighting conditions are found, this type of treatment combined with sound code enforcement should contain and eventually eliminate blight conditions.

A rehabilitation project is recommended for the Biltmore Commercial complex in the northwest part of the Area. This type of action is necessary to upgrade this section in accordance with an overall design. Rehabilitation action with spot clearance of inappropriately located land uses and obsolete structures could very well make this one of the Metropolitan Area's most desirable commercial developments. Rehabilitation treatment is needed for the blighted section in the southeast.

STUDY AREA 35

Study Area 35 is a relatively undeveloped semi-rural, residential community. It is located in the southeast part of the South Unit, and is bound on the north by the proposed Interstate 40, on the east and south by the Blue Ridge Parkway, and on the west by the Southern Railroad.

LAND USE

Single family residential is the dominant use of land in Study Area 35. Commercial and industrial activities are insignificant and the few which exist are found along Sweeten Creek Road (U.S. 25A). Inadequately designed trailer parks constitute the only critical land use problem.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	259	16.4	69.9
SINGLE FAMILY	259	16.4	69.9
MULTI-FAMILY	-	-	-
COMMERCIAL	9	.5	2.8
INDUSTRIAL	4	.2	1.0
PUBLIC & SEMI-PUBLIC	20	1.4	5.5
STREETS	57	3.6	15.4
RAILWAY	18	1.8	5.0
WATER	-	-	-
VACANT LAND	1245	77.0	-
TOTAL ACRES	1612	100	100

PERCENT DEVELOPED LAND: 23
STRUCTURES PER RESIDENTIAL ACRE: 2.6
HOUSING UNITS PER RESIDENTIAL ACRE: 2.6

ZONING

None of Study Area 35 is zoned. It is recommended that the Area be zoned by the extension of extra-territorial zoning jurisdiction and the adoption of county zoning.

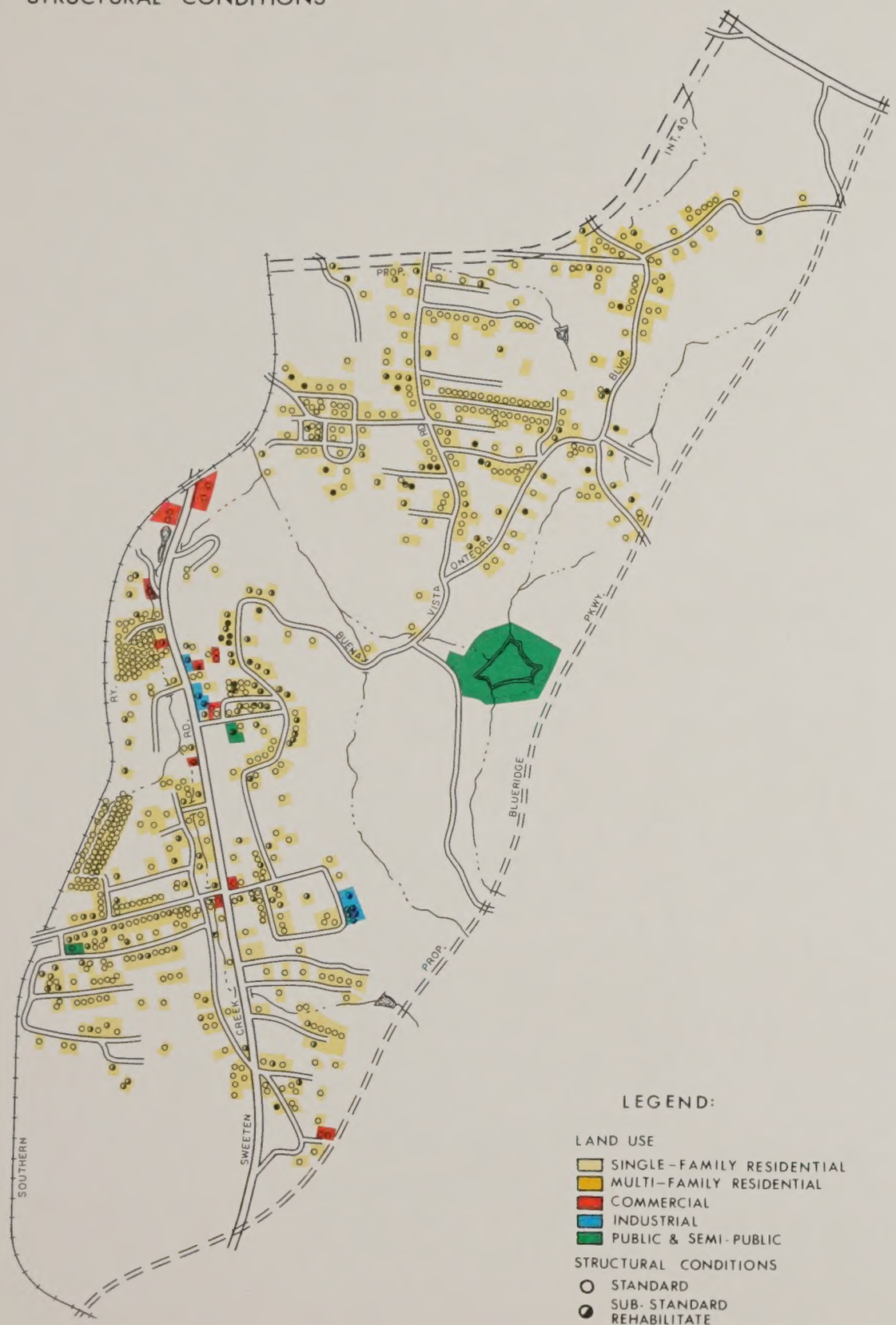
ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	—
RA- 5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	1,614.69

POPULATION

Study Area 35 contains a white population of 1,956, and a non-white population of 136. Assuming medium density, residential use, the Study Area could house a population of 6,061 people when fully developed.

LAND USE and
STRUCTURAL CONDITIONS



LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STREETS

Sweeten Creek Road or U.S. 25A, is the only major street in Study Area 35. It is a two lane major highway which provides north-south access through the Area and serves as an alternate route to Hendersonville Road. Buena Vista Road serves as a major collector street within the Area. Streets within the Study Area are generally poorly designed and narrow rural type roads. Approximately forty-eight percent of the minor streets are unpaved. Although these conditions are not too detrimental at the present time because of the large amount (77%) of undeveloped land, they should be corrected before increased growth renders them completely unsatisfactory. The adoption of subdivision regulations is recommended to assure an orderly circulation pattern and sound improvements in the future.

FUTURE LAND DEVELOPMENT

The development of lower and medium priced residences will dominate the future of Study Area 35. This growth will take place at a slow rate because of inaccessibility to the Metropolitan Expressway system.

STRUCTURAL CONDITIONS

A large percentage of Study Area 35's structures are sub-standard, but these structures are scattered throughout with no significant concentrations evident. The semi-rural, and even rural, character of the Area lessens the effect these structures have on neighboring standard structures.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	498	22	0	0	1	12	0	533
SUB-STANDARD REHABILITATE	116	16	0	0	0	5	9	146
SUB-STANDARD DILAPIDATED	17	6	0	0	0	0	0	23
TOTALS	631	44	0	0	1	17	9	702

RESIDENTIAL STRUCTURES: 675 NON-RESIDENTIAL STRUCTURES: 27

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	77.0%	75.9%
SUB-STANDARD REHABILITATE	19.6%	20.8%
SUB-STANDARD DILAPIDATED	3.4%	3.3%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	498	22	520	77.0
SUB-STANDARD REHABILITATE	116	16	132	19.6
SUB-STANDARD DILAPIDATED	17	6	23	3.4

LIVING IN SUB-STANDARD HOUSING: 23.0%

* Census information on owner occupancy, housing value and contract rent not available for this Study Area.

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 32

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	4		UNDER 6 -	12	
2 -	5	3	6-13 -	18	6
3 -	6		14-17 -	8	1
4 -	3	1	18-19 -	8	1
5 -	1	1	20-29 -	10	2
6 -	4		30-39 -	7	3
7 -	2		40-59 -	19	4
8 OR MORE -	1	1	60 & OVER -	13	6
TOTAL	24	6	TOTAL	95	23

AVERAGE FAMILY SIZE: WHITE 3.65 NON-WHITE 3.86

OVERALL AVERAGE FAMILY SIZE: 3.68

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000		1	AGRICULTURE		1
$1,000 - $2,000	1		UNSKILLED	1	1
$2,000 - $3,000	6	1	SEMI-SKILLED	15	1
$3,000 - $4,000	6	1	SKILLED	2	1
$4,000 - $5,000	4		PROFESSIONAL		
OVER - $5,000	2	2			

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,693	$2,782
AVERAGE INCOME, FAMILY:	$4,150	$4,787
PER CAPITA INCOME:	$1,011	$1,007
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	9	3
RECEIVING WELFARE:	1	1

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	10	2
OWNER OCCUPIED -	16	4
AVERAGE MONTHLY RENTAL-	$42.00	$14.00

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -	1	2
$25 TO $34 -	2	
$35 TO $44 -	1	
$45 TO $54 -	3	
$55 TO $65 -	2	
$65 OR MORE -	1	

OVERALL AVERAGE MONTHLY RENTAL: $37.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.7	1.9
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	5	2

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 21.9%

IMPACT FEATURES

No significant impact features are located in Study Area 35.

BLIGHTING FACTORS

- - a large number of sub-standard structures are scattered throughout the Area.
- - a large number of unpaved streets and poorly designed streets are found throughout the Study Area.
- - lack of zoning controls, subdivision regulations, and housing codes.
- - poorly designed and unattractive trailer parks.

RECOMMENDED RENEWAL TREATMENT

The critical need for Study Area 35, is the adoption of zoning controls, subdivision regulations, and housing codes to insure the orderly development of future growth. This action combined with road improvements and natural upgrading of future conomic investment will contain and eliminate existing blighting factors. Development planning and regulation is, therefore, the recommended treatment for this Area.

STUDY AREA 36

Study Area 36 consists of two contrasting sections. The Town of Biltmore Forest, an exclusively residential municipality extends throughout the northwest and southern portions of the Study Area. It is a well planned town of high-value single family residences which contain no environmental problems. The northeast portion of the Study Area is a conglomeration of small, lower income residences, isolated trailers and trailer parks. The Study Area is bound on the north by the Asheville City Limits; on the east by the Southern Railroad; on the south by the Blue Ridge Parkway, and on the west by the corporate limits of the Town of Biltmore Forest.

LAND USE

Single family residences is the predominant use of land in Study Area 36. Most of this use is in high

value, single family residences; however, the extreme northeast section contains a variety of residential types and is exposed to a number of land use problems. Commercial land use is limited to establishments on the east side of Hendersonville Road (U.S. 25).

Individual trailers and trailer parks, constitute the major land use problems found in the northeast section. These trailers are intermixed with residences and with trailer parks which are too densley populated, and are not adequately buffered from the surrounding residences. Residences are intermixed with commercial activities in the southeast, but natural growth should correct this problem. Commercial establishments in the northeast section along Hendersonville Road are generally well maintained, well designed, and do not detract from the overall environment. Commercial uses in the south on Hendersonville Road are very sub-standard and do not contribute to the overall well being of the Area.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	772	49.60	76.60
SINGLE FAMILY	770	49.50	74.00
MULTI-FAMILY	2	.10	.20
COMMERCIAL	16	1.00	1.50
INDUSTRIAL	1	.04	.10
PUBLIC & SEMI-PUBLIC	131	8.40	12.60
STREETS	109	7.00	10.50
RAILWAY	11	.76	1.10
WATER	-	-	-
VACANT LAND	516	33.20	-
TOTAL ACRES	1556	100	100

PERCENT DEVELOPED LAND: 66.8
STRUCTURES PER RESIDENTIAL ACRE: 1.1
HOUSING UNITS PER RESIDENTIAL ACRE: 1.1

ZONING

Study Area 36 is not protected by zoning controls. This condition does not pose any problems to that part of the Study Area within the Town of Biltmore Forest because of stringent covenant requirements. However, the lack of such controls is very evident in the large amount of trailer use in the northeast. Zoning controls are recommended for the unincorporated sections through the extension of extra-territorial zoning by the City of Asheville and through County Zoning.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	—
RA- 5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	1,556.30

POPULATION

Study Area 36 contains a population consisting of 2,393 whites and 304 non-whites. The non-white population is concentrated in the extreme northeast part of the area. A potential population of 4,103 people is possible assuming the full development of vacant lands suitable for residential use. This is based on a density of 1.1 units per residential acre in Biltmore Forest and 3 units per acre in the unincorporated sections.

STREETS

One major street - Hendersonville Road (U.S. 25), runs north-south through Study Area 36. This road is a major two lane highway which should be widened into four lanes as soon as possible. Major collector streets within the Area are Vanderbilt Road, which serves Biltmore Forest, and Caribou Road, which serves the northeast portion of the area.

Minor residential streets are very well designed and satisfactory in the Biltmore Forest part of the Study Area; however, the streets in the northeast portion are very poorly designed and maintained. An abundance of unpaved streets are found in this section and many dead end streets and streets with dangerous curves, intersections, sight distances, etc., are evident.

LAND USE and
STRUCTURAL CONDITIONS

LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

FUTURE LAND DEVELOPMENT

Single-family residences will continue to be the predominant use of land in Study Area 36. The Town of Biltmore Forest will, of course, continue to be a prestige community of high value residences. Unfortunately, the northeast section will continue to be a hodgepodge of trailers and lower priced housing because of the existence of such uses in scattered locations throughout the section. The small concentration of Negro housing in the $25,000 or more category which has recently been constructed on Jeffers Avenue, could possibly encourage other quality development. Future commercial development will be limited to a few vacant parcels or lots now occupied by residences along the east side of Hendersonville Road.

STRUCTURAL CONDITIONS

Sub-standard structures are not a major problem in Study Area 36. Most are scattered throughout the northeast section with the only concentration being between Caribou Road and the Southern Railroad in the extreme northeast corner. One small but very sub-standard concentration of commercial uses is located on Hendersonville Road across from the Biltmore Country Club Golf Course.

In general, the majority of the Area's structures are high value residences.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	706	53	4	0	9	29	0	801
SUB-STANDARD REHABILITATE	44	40	0	0	2	3	2	91
SUB-STANDARD DILAPIDATED	3	5	0	0	0	0	0	8
TOTALS	753	98	4	0	11	32	2	900

RESIDENTIAL STRUCTURES: 855 NON-RESIDENTIAL STRUCTURES: 45

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	89.3 %	89.0%
SUB-STANDARD REHABILITATE	9.8 %	10.1 %
SUB-STANDARD DILAPIDATED	9 %	.9%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	725	53	778	89.4
SUB-STANDARD REHABILITATE	44	40	84	9.7
SUB-STANDARD DILAPIDATED	3	5	8	9

LIVING IN SUB-STANDARD HOUSING: 10.6 %

* Census information on owner occupancy, housing value and contract rent not available for this Study Area.

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 21

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	2		UNDER 6 -	4	10
2 -	2	1	6-13 -	10	26
3 -	1	2	14-17 -	4	8
4 -	2		18-19 -	2	3
5 -	2	1	20-29 -	4	7
6 -		2	30-39 -	4	2
7 -	1	1	40-59 -	10	12
8 OR MORE -	1	3	60 & OVER -	6	4
TOTAL	11	10	TOTAL	44	72

AVERAGE FAMILY SIZE: WHITE 4.0 NON-WHITE 7.2
OVERALL AVERAGE FAMILY SIZE: 5.52

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000		2	UNSKILLED	2	2
$2,000 - $3,000	1	1	SEMI-SKILLED	4	4
$3,000 - $4,000	2	3	SKILLED	1	
$4,000 - $5,000	3	2	PROFESSIONAL		
OVER - $5,000	2	1			

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,581	$3,176
AVERAGE INCOME, FAMILY:	$5,062	$3,910
PER CAPITA INCOME:	$1,038	$ 617
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	4	4
RECEIVING WELFARE:	1	2

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	1	4
OWNER OCCUPIED -	10	6
AVERAGE MONTHLY RENTAL-	$25.00	$40.00

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -	1	1
$25 TO $34 -		1
$35 TO $44 -		
$45 TO $54 -		
$55 TO $65 -		
$65 OR MORE -		1

OVERALL AVERAGE MONTHLY RENTAL: $37.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.57	2.6
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	3	5

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 38.1%

IMPACT FEATURES

Biltmore Country Club

The Biltmore Country Club is located within the Town of Biltmore Forest. This facility is strongly oriented to Biltmore Forest and has been one of the many factors contributing to the high value residential character and desirability of this residential community.

BLIGHTING FACTORS

Blighting factors in this Study Area are limited to that portion located east of Hendersonville Road, as Biltmore Forest does not contain any adverse environmental conditions.

- - a concentration of unpaved streets in the northeast part of the Study Area.
- - lack of zoning controls and housing code enforcement throughout the unincorporated portion of the Study Area.
- - uncontrolled outside storage and sub-standard accessory buildings in the north-east.
- - mixed land use and small concentrations of sub-standard development in the southeast part of the area along Hendersonville Road.
- - extremely poorly designed trailer parks with high trailer density and inadequate buffer treatment to shield it from surrounding developments.

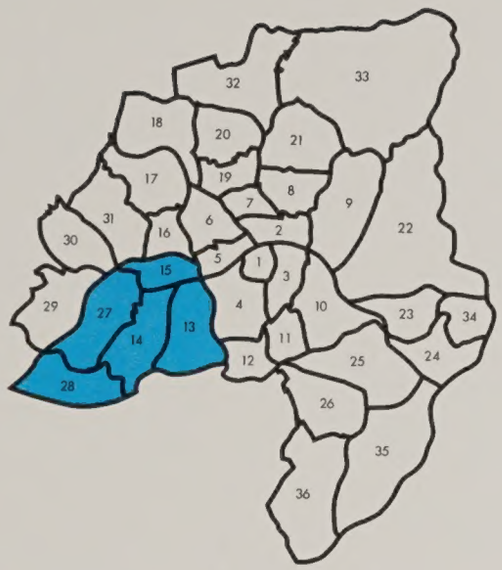
RECOMMENDED RENEWAL TREATMENT

No treatment other than conservation of the existing environment is necessary for the Town of Biltmore Forest. Conservation is also the only treatment recommended for the residential section in the vicinity of Deanwood Circle.

Rehabilitation treatment, with strong emphasis on the necessity to adopt zoning controls and housing codes is recommended for the northeast part of Area 36, and for a small section along U.S. 25 in the south. This would assure proper regulation of individual trailers and trailer parks and would discourage the continuation of sub-standard structures, Rehabilitation project action is not recommended in the northeast part, as this section is not sufficiently developed to warrant any Federally sponsored rehabilitation programs. However, unless the rehabilitation measures recommended above are initiated immediately, this section will undoubtedly require correction by some type of Federal renewal program in the future.

WEST UNIT

Historically identified as West Asheville, the West Unit is the most populated, the most diverse and perhaps contains the most potential for change of any other part of the Neighborhood Analysis Planning Area. It is composed of Study Areas 13, 14, 15, 27, and 28, and its boundaries are well defined by the Southern Railroad, the French Broad River and Interstate 40.



Single-family residential is the predominant use of land, but significant commercial concentrations are found along Patton Avenue, in the north, and along Haywood Street, through the central part of the Unit. Public use is generally limited to schools and churches, and industrial use is practically non-existent. Land use problems are largely confined to the sections of commercial use along Patton Avenue and Haywood Street and to the northeast part of Study Area 13.

Approximately 56 percent of the Metropolitan Area's retail floor space is located in the West Unit. Patton Avenue accounts for 46 percent of this space and Haywood Street for 10 percent. Critical problems are numerous in both of these commercial sections. Traffic is the major problem along Patton Avenue because of high volumes, inadequate access controls, and high accident rates. Zoning deficiencies and general ugliness also plague Patton Avenue although most of its commercial development is of recent construction. These same problems exist along Haywood Street and are compounded by problems of structural obsolescence and acute off-street parking.

The West Unit is relatively free of extensive concentrations of blight. Only in the Burton Street section of Area 14 is blight of sufficient degree and density to warrant clearance project action. Several small clusters of sub-standard structures are found at scattered locations, but can easily be corrected by code enforcement measures. Over 75 percent of the West Unit's small percentage of sub-standard housing is located in the east. And, except for the concentrations identified above, it is too scattered to specify definite project action or to adversely influence the overall environment. In general, blighting conditions are located within or on the fringe of non-residential sections.

Major thoroughfare improvements are likely to alter much of the West Unit's development character. Completion of the Route 191 Expressway will help alleviate many problems associated with the commercial sections and offer new growth potentials in the vicinity of the Haywood Street and Patton Avenue intersections.

PERTINENT STATISTICS

POPULATION:

WHITE	15,904
NON-WHITE	331
TOTAL	16,435

ULTIMATE POPULATION POTENTIAL: 23,511

USE OF LAND	ACRES	PERCENT
RESIDENTIAL	1357	39.9
SINGLE FAMILY	1295	30.5
MULTI-FAMILY	62	1.4
COMMERCIAL	165	4.0
INDUSTRIAL	13	.3
PUBLIC & SEMI-PUBLIC	227	5.3
STREETS & RAILWAY	507	12.0
WATER	99	2.2
VACANT LAND	1886	44.3
TOTAL ACRES	4254	100

DEVELOPED LAND: 55.7%
HOUSING UNITS PER RESIDENTIAL ACRE: 3.8

STRUCTURAL CONDITIONS	NUMBER OF STRUCTURES	PERCENT
STANDARD	4643	98
SUB-STANDARD REHABILITATE	64	1
SUB-STANDARD DILAPIDATED	53	1
TOTAL STRUCTURES	4760	100

LIVING IN SUB-STANDARD HOUSING: 2.2%

STREETS SYSTEM

Major Streets

Route 191 Freeway - will extend northeasterly through the West Unit to Patton Avenue. This facility will have a full interchange at Haywood Street, and will provide badly needed traffic relief to Brevard Road and Haywood Street.

Amboy Road - provides east-west access across the south-east part of the West Unit. The existing two-lane pavement will be adequate for future traffic needs.

Haywood Street - provides east-west access across the north central part of the Unit. This four lane facility should be improved to provide wider lanes and two emergency lanes. Proper improvements are especially essential to the future of commercial activities along its length. The two-lane deteriorated West Asheville Bridge across the French Broad River should be replaced with four lanes and a pedestrian sidewalk.

Patton Avenue - presently serves as the east-west route for long distance traffic going west through Asheville. Completion of Interstate 40 will relieve it of this type traffic. It will, however continue to be one of the Metropolitan Area's most heavily traveled streets with intense commercial development throughout its length. Improved access controls and adequate turning lanes are badly needed on this facility.

Sand Hill Road - provides north-south access between Haywood Street and the West Unit's limits in the southwest. It is a poorly aligned facility which is suitable for only two moving lanes. Although additional moving lanes are not needed, improvements are recommended to provide two adequate lanes plus two emergency lanes.

Major Streets within the West Unit

Brevard Road - provides north-south access through Study Area 14. This facility is a state highway, (N.C. 191) which provides access to southwest Buncombe County and on to Brevard, North Carolina. The present 24 foot curb-to-curb pavement should be widened to provide two moving lanes of traffic and two emergency lanes. This is necessary despite the traffic relief which the Route 191 Expressway will provide.

Louisiana Avenue - provides continued north-south access for Brevard Road and State Street traffic and serves as a collector for the north central residential sections. This facility should be widened to provide two moving lanes and two emergency lanes. Louisiana Avenue's intersection with Patton Avenue is extremely congested and should be improved. This is especially critical in view of recent shopping facility construction at this intersection.

State Street - State Street extends north-south from Haywood Street in Area 14 to Amboy Road in the south central part of Area 13. The existing 27 foot pavement should be increased to provide two adequate moving lanes plus two emergency lanes throughout its length.

Summary of Conditions

Traffic congestion is one of the major problems which confronts the West Unit. Completion of Interstate 40 and the Route 191 Freeway will provide major relief to the existing traffic volumes on Patton Avenue, Haywood Street and Brevard Road, among others. However, internal traffic will remain heavy and the same conditions and problems will quickly re-appear unless needed improvements are made on all major and collector thoroughfares.

The condition of minor residential streets vary throughout the West Unit. Many are well designed and adequate for functional internal circulation. And yet, an equal number are poorly aligned, frought with blind intersections and curves, and too narrow. Most of these conditions can be attributed to topography, and they have not generally been a contributing factor to blight.

TRAFFIC ACCIDENTS

	VECHICULAR			PEDESTRIAN	
STUDY AREA	Property Damage	Personal Injury	Fatality	Personal Injury	Fatality
13	84	21	-	1	-
14	102	32	-	2	-
15	65	15	-	-	-
27	154	57	-	-	-
28	15	15	-	-	-
WEST TOTALS	420	140	0	3	0

STREET CONDITIONS

STUDY AREA	PAVED STREETS (Miles)	UNPAVED STREETS (Miles)	TOTAL (Miles)
13	24.58	2.80	27.38
17	24.72	1.25	25.97
15	3.78	1.25	5.03
27	6.30	.23	26.53
28	11.95	.18	12.13
WEST UNIT	91.33	5.71	97.04

STREET CONDITIONS

- UNPAVED STREETS
- TRAFFIC FLOW
- PROPERTY DAMAGE
- PERSONAL INJURY
- PEDESTRIAN INJURY
- PEDESTRIAN FATALITY
- FATALITY

AVERAGE DAILY (24hr) TRAFFIC FLOW

- 1,000 - 4,000
- 5,000 - 9,000
- 10,000 - 14,000
- 15,000 - 19,000
- 20,000 - 25,000

Source: N.C. State Highway Commission

COMMUNITY FACILITIES AND SERVICES

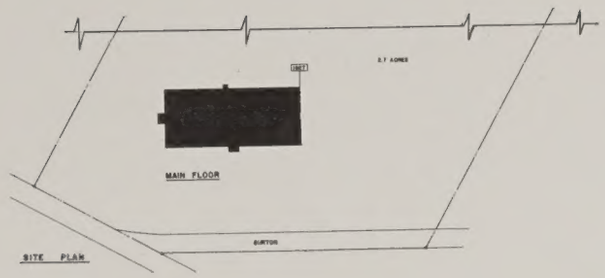
SCHOOLS

Four elementary schools serve the main portion of the West Unit. They are: Aycock Elementary which serves the northern part of Study Areas 13 and 14, and the southeast part of Area 15. Eugene Rankin Elementary, which serves the southern portion of Areas 13 and 14, Vance Elementary, which serves all of Study Area 27, and the southwest part of Area 14; and Burton Street Elementary which is an all-Negro school. Study Area 28, located in the extreme southwest of the Unit, is served by Sand Hill Elementary, a County school located outside the Neighborhood Analysis Planning Area to the southwest. The remainder of Study Area 15 is served by Emma Elementary, a County school located in Study Area 16, Northwest Unit.

Except for Study Area 28, all of the West Unit is within 1½ miles of an elementary school. County school bus service is provided for Area 28. Hall Fletcher Junior High, located in Study Area 13, serves the West Unit and is within a driving time of fifteen minutes or less. Area 15, except for the southeast part, is served by Erwin High School and Area 28 by Enka High School. The main portion of the West Unit, however, is served by Lee Edwards High School, which is located in south central Asheville. Each of these high schools are within twenty minutes driving time of those portions of the West Unit they serve.

Burton Street Elementary School

The Burton Street Elementary School is an all Negro facility located in an old, obsolete brick structure in the northeast part of Study Area 14. The site is surrounded by sub-standard housing which has deteriorated sufficiently to justify clearance action. Landscape treatment is very poor except for that part of the site which fronts on Burton Street. The Burton Street frontage is very nicely landscaped with trees and shrubbery. Playground facilities are completely inadequate. This school should be abandoned and the pupils transferred to other elementary schools serving the West Unit.



Site Size:	2.7 Acres
Condition of Structure:	Sub-standard - obsolete
Year Constructed:	1927
Pupil Capacity:	150
Present Enrollment:	112
Playground:	Inadequate
Environmental Setting:	Poor

Existing Needs:

Physical plant should be abandoned and pupils transferred to other schools.

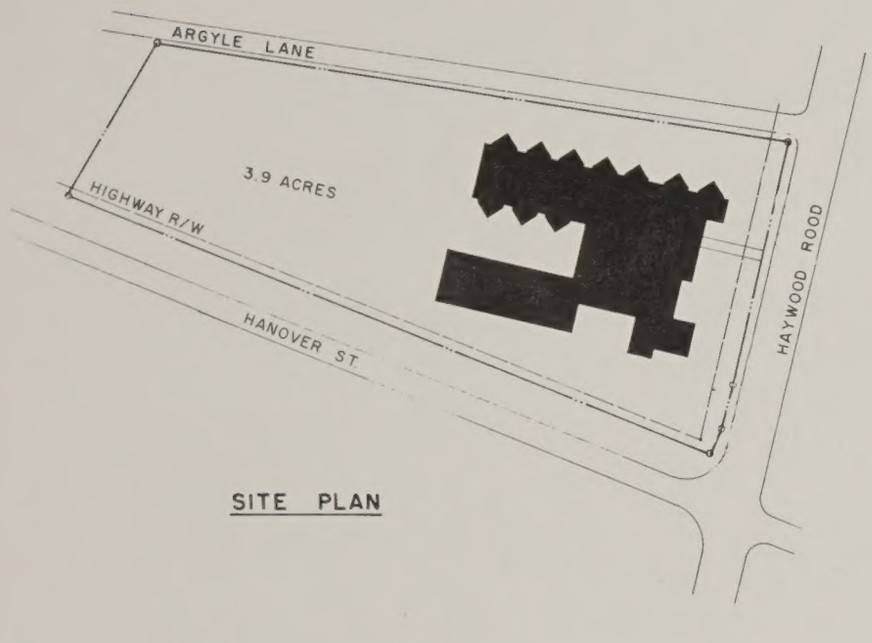
Aycock Elementary School

Aycock Elementary School is housed in a new, well-maintained brick structure on a badly located small site in the west part of Area 13 at the junction of Haywood Street and Hanover Street. This facility fronts on heavily traveled Haywood Street which must be crossed by half of the students it serves and which contains a mixture of very unattractive commercial uses located directly across from the main entrance. The front of the site is well landscaped but is not set back far enough from Haywood Street. Inadequate yard space also exists along Ahgyle Lane and Hanover Street. The existing playground is inadequately equipped and landscaped.

Site Size:	3.9 Acres
Condition of Structure:	Standard - functional
Year Constructed	1952
Pupil Capacity:	750
Present Enrollment	595
Playground:	Adequate
Environmental Setting:	Poor

Existing Needs:

Classrooms: 0
Acreage: 7 acres
Other: Playground improvements, more functional parking facilities, better landscaping in rear of site.



SITE PLAN

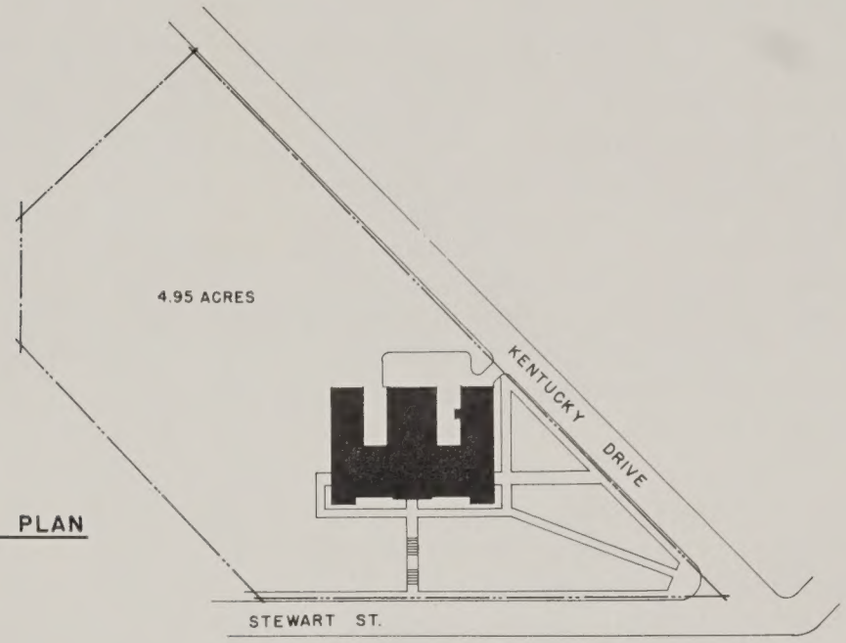
Eugene Rankin Elementary School

The Rankin Elementary School is located in an old, two story, but standard, structure located in the southwest of Study Area 13. The site abutts streets on three sides; however, it is effectively separated from the streets by high banks and landscaping. The front of the site is well landscaped and the physical plant is properly set back from Stewart Street. The recreation area consists of a paved area for court games, basketball goals, ball field, and a playground area. The proposed Route 191 Freeway will be adjacent to the school grounds on the west but should pose no problems because it will be a limited access facility.

Site Size:	4.95 Acres
Condition of Structure:	Standard - functional
Year Constructed :	1925
Pupil Capacity:	360
Present Enrollment:	330
Playground:	Adequate
Environmental Setting:	Good

Existing Needs:

Classrooms: 0
Acreage: 3.5



SITE PLAN

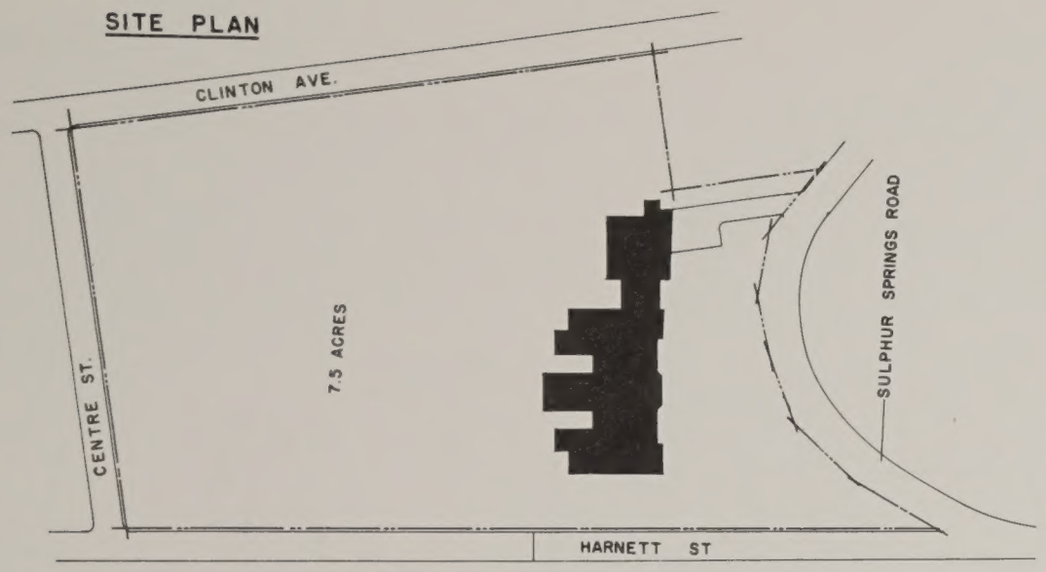
Vance Elementary School

Vance School is situated on a well-landscaped site properly located within a residential environment in the east central part of Study Area 27. It is housed in an old but well maintained brick structure with new additions constructed in 1962. No site or land use problems are connected with this facility. Playground facilities are adequate with proper equipment and two paved basketball courts available. A full sized baseball diamond with lights is also located on the site.

Site Size:	7.5 Acres
Condition of Structure:	Standard - functional
Year Constructed:	1921, addition 1962
Pupil Capacity:	750
Present Enrollment:	660
Playground:	Adequate
Environmental Setting:	Excellent

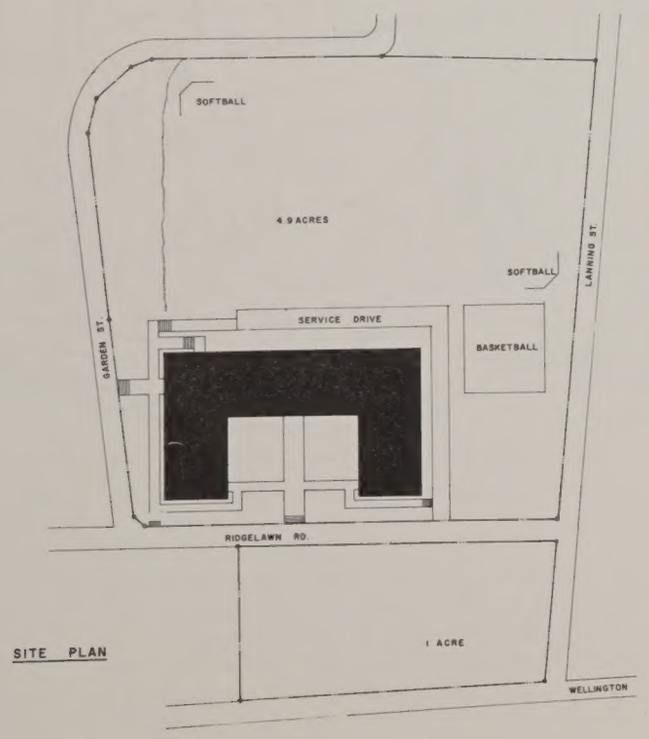
Existing Needs:

Classrooms: 0
Acreage: 4



Hall Fletcher Junior High School

Hall Fletcher School is located in an old, four story brick structure which has been reasonably well-maintained. An additional mobile classroom unit is located on the site. The existing playground space is lacking in equipment and proper maintenance. The site is surrounded by residences and no critical land use problems exist. The site size is totally inadequate when compared to generally accepted standards for junior high schools of 15 acres plus one additional acre per 100 students.



Site Size:	5.9 Acres
Condition of Structure:	Standard - functional
Year Constructed:	1925
Pupil Capacity:	650
Present Enrollment:	675
Playground:	Inadequate
Environmental Setting:	Good

Existing Needs:

Classrooms:	1
Acreage:	16 acres
Other:	modern physical education building, playground improvements, paved parking facilities, additional acreage.

RECREATION

Recreational and cultural facilities are generally adequate in the West Unit. Only Study Areas 15 and 28 are totally lacking in such facilities. This is not a problem in Area 28 because of the rural setting and the small amount of development. A small playground facility is definitely needed in the northern part of Area 15. The West Asheville Community Center and Library, located on Haywood Street in Study Area 27, adequately serves the West Unit. It is housed in a new, well-maintained brick structure.

Playground space and facilities are available at the five schools located in the Unit and at the Malvern Hills Park in Area 27. Area 27 is well endowed with recreation facilities with the Community Center, the Vance School playfield, which is adequate in size and facilities, and the Malvern Hills Park located within its borders. Malvern Hills Park is a community park which serves all of West Asheville. It is a well maintained and landscaped facility which is located on 8.3 acres of attractive land. Facilities include a swimming pool, two clay tennis courts, picnic tables, adequate playground equipment and open land.

Study Area 14 is very poorly equipped with play facilities. The Burton Street Community Center and the Burton Street school playground are both completely inadequate. The Community Center is housed in a small structure originally constructed to function as a neighborhood grocery store. The structure, site and facilities are

obsolete and inadequate and should be replaced. No play facilities exist in the southern part of Area 14; however, much of this section is convenient to facilities in Areas 27 and 13. A small play area is recommended for location in the south central part of Study Area 14.

The Hall Fletcher and Eugene Rankin schools provide adequate play facilities to the southern portion of Area 13. A small play area is recommended to serve the northern part of Area 13.

COMMUNITY FACILITIES

FIRE PROTECTION

Fire protection in the West Unit is adequate. Except for Study Area 28, all of the West Unit is within a 1½ mile radius of a City of Asheville fire station. Protection is provided to Area 28 by the Enka Voluntary Fire Department.

MAJOR FIRES

STUDY AREA	NUMBER (Two year period)	PERCENT OF ENTIRE AREA UNDER STUDY
13	15	5.50
14	10	4.00
15	4	1.40
27	17	6.20
28	5	2.00
WEST UNIT	51	19.10

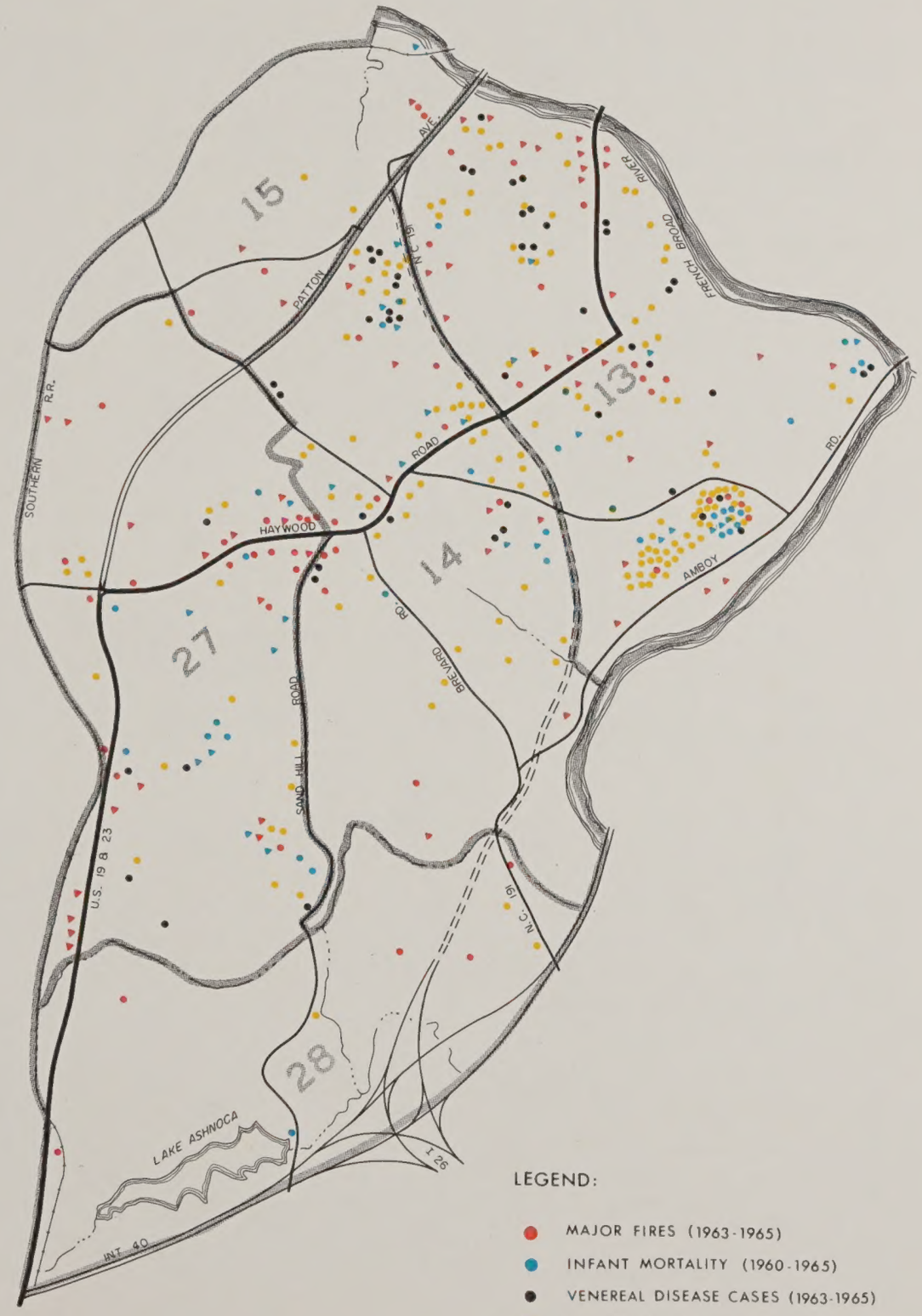
UTILITIES

Utilities are adequate in the West Unit or are readily extendable.

SOCIAL CONDITIONS

The West Unit has a relatively high percentage of social conditions, which are contributing factors to blight. The major concentration of such conditions are in the highly blighted Burton Street section in Area 14 and the Pisgah View Public Housing Project in the southwest of Area 13. A comparison of the location of social conditions with maps showing sub-standard structures and mixed land uses indicates a close relationship between the three conditions. Within the entire Planning Area, the West Unit accounts for:

18.6 PERCENT OF THE TUBERCULOSIS CASES
15.6 PERCENT OF THE INFANT MORTALITY
6.6 PERCENT OF THE VENEREAL DISEASE CASES
15.4 PERCENT OF THE PUBLIC ASSISTANCE CASES
14.3 PERCENT OF THE MAJOR ARRESTS



LEGEND:

- MAJOR FIRES (1963-1965)
- INFANT MORTALITY (1960-1965)
- VENEREAL DISEASE CASES (1963-1965)
- PUBLIC ASSISTANCE CASES (1965 recipients)
- TUBERCULOSIS CASES (under supervision)
- MAJOR ARREST (two year period)

STUDY AREA 13

Definite barriers such as Patton Avenue on the north, the French Broad River on the east, the Swannanoa River on the south and the proposed Route 191 Freeway on the west delineate the boundaries of Study Area 13. Lower priced housing, which although basically sound is not too attractive in appearance, dominates the major portion of Area 13.

LAND USE

Mixed land use is one of the major problems of Study Area 13. It is a particularly critical problem throughout the length of Haywood Street with the most outstanding examples located on Haywood between Beverly Road and the French Broad River. Another extremely bad area is in the northeast where housing is intermixed with wholesaling uses. Inadequate buffer treatment between commercial and industrial uses is a problem throughout the Area. In fact, almost no effort has been made to create compatible land use relationships between residential and non-residential uses. The Aycock School location on Haywood Street is a classical example of a mislocated land use which should have been avoided.

Flooding conditions are a problem along the French Broad River in the south and the northeast.

Single-family residences dominate the use of land in the Area. A significant amount of multi-family use is found (6%) with the Pisgah View Public Housing Project occupying a large tract in the southwest. Commercial use is generally restricted to Haywood Street, Patton Avenue, Amboy Road and sites along the French Broad River.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	352	35	59
SINGLE FAMILY	318	32	53
MULTI-FAMILY	34	3	6
COMMERCIAL	41	4	7
INDUSTRIAL	11	1	2
PUBLIC & SEMI-PUBLIC	23	2	4
STREETS	128	14	21
RAILWAY	-	-	-
WATER	43	4	7
VACANT LAND	389	40	-
TOTAL ACRES	987	100	100

PERCENT DEVELOPED LAND: 60
STRUCTURES PER RESIDENTIAL ACRE: 3.5
HOUSING UNITS PER RESIDENTIAL ACRE: 4.3

ZONING

All of Study Area 13 is zoned. The application of zoning districts to the Area poses enough questions to seriously consider the need for a thorough study of existing zones. Some of the questionable sections are: the Business Zone along the west part of Haywood Street, the Commercial Zone adjacent to Rankin School and the Pisgah View Housing Project, the Industrial Zone along Patton Avenue, the five small spots of Neighborhood Trading Zones located throughout the Area, the lack of buffer provisions in commercial zones and the lack of flood control provisions, among others. It is recommended that the Asheville Planning and Zoning Commission review the existing zoning and make any needed revisions.

ZONING STATISTICS

ZONING CLASSIFICATION		ACRES
RA-10	RESIDENTIAL	—
RA- 9	RESIDENTIAL	—
RA- 8	RESIDENTIAL	—
RA- 6	RESIDENTIAL	199.47
RA- 5	RESIDENTIAL	458.13
RA-M	RESIDENTIAL	—
INSTITUTIONAL		—
RESTRICTED BUSINESS		—
NEIGHBORHOOD TRADING AREA		16.07
ROADSIDE BUSINESS		—
BUSINESS		16.07
COMMERCIAL		64.29
INDUSTRIAL		232.99
UNZONED		—

POPULATION

4,797 whites and 54 non-whites live in Area 13. Non-white residences are limited to Ahgyle Lane in the west part of the Area. Assuming the displacement of all residences along Haywood Street and other non-residential sections and the development of all desirable residential land at the existing density, Area 13 could have an ultimate population of 6,651.

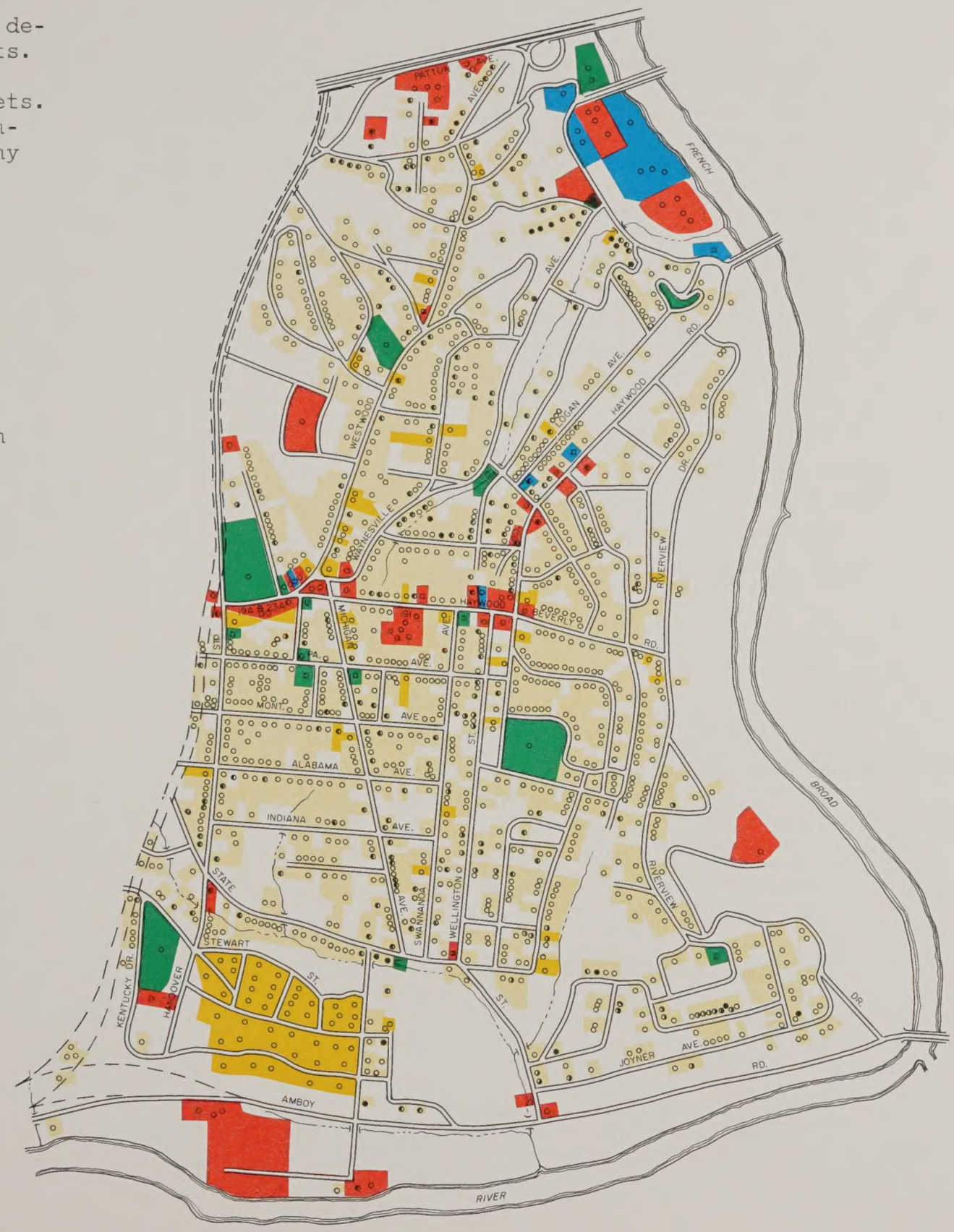
STREETS

Traffic circulation within Study Area 13 is adequate despite a large number of poorly aligned, narrow streets. The most critical problem is the high percentage of dangerous intersections on both major and minor streets. Street maintenance and street conditions in the northeast are extremely bad and must be improved before any additional growth can be expected. Haywood Street serves as the major collector of the Area's traffic.

FUTURE LAND DEVELOPMENT

The majority of Area 13 will remain in single-family residential use. This use will continue to be lower and and moderately priced, well-maintained housing. Whether additional commercial activity occurs along the River in the south and northeast will depend upon street and structural improvements and the solution of flood problems. The Route 191 Freeway could provide the west part of Haywood Street with new growth potential if parking and structural obsolescence problems are solved.

LAND USE and
STRUCTURAL CONDITIONS



LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STRUCTURAL CONDITIONS

Structures, both residential and non-residential, throughout Study Area 13 are not too attractive, but over 85 percent are structurally sound. Sub-standard structures are located throughout the Area with the largest concentrations found in the north central and northeast sections. Intense code enforcement is needed throughout the Area to retard sub-standard conditions and eliminate the buildings which are beyond repair. The majority of the Area's non-residential structures are old and functionally obsolete.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	928	13	74	0	16	41	6	1078
SUB-STANDARD REHABILITATE	187	4	6	0	0	20	5	222
SUB-STANDARD DILAPIDATED	20	0	0	0	0	0	0	20
TOTALS	1135	17	80	0	16	61	11	1320

RESIDENTIAL STRUCTURES: 1232 NON-RESIDENTIAL STRUCTURES: 88

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	82.4 %	81.7 %
SUB-STANDARD REHABILITATE	16.0 %	16.8 %
SUB-STANDARD DILAPIDATED	1.6 %	1.5 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	1280	13	1293	85.3
SUB-STANDARD REHABILITATE	199	4	203	13.4
SUB-STANDARD DILAPIDATED	20	0	20	1.3

LIVING IN SUB-STANDARD HOUSING: 14.7%

OWNER OCCUPIED: 56 % RENTER OCCUPIED: 44 %

AVERAGE VALUE: $ 6,257.35 AVERAGE RENT: $ 40.29

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 33

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	1		UNDER 6 -	10	
2 -	8	1	6-13 -	36	6
3 -	2		14-17 -	11	2
4 -	6		18-19 -	6	
5 -	5	1	20-29 -	8	1
6 -	2		30-39 -	11	1
7 -	5	1	40-59 -	31	2
8 OR MORE -	1		60 & OVER -	13	2
TOTAL	30	3	TOTAL	27	14

AVERAGE FAMILY SIZE: WHITE 4.23 NON-WHITE 4.66

OVERALL AVERAGE FAMILY SIZE: 4.27

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000	6	1	UNSKILLED	12	1
$2,000 - $3,000	10		SEMI-SKILLED	7	1
$3,000 - $4,000	7		SKILLED	2	
$4,000 - $5,000	2	1	PROFESSIONAL		
OVER - $5,000					

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$2,897	$2,470
AVERAGE INCOME, FAMILY:	$2,939	$3,250
PER CAPITA INCOME:	$ 593	$ 541
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	15	
RECEIVING WELFARE:	2	

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	7	
OWNER OCCUPIED -	23	3
AVERAGE MONTHLY RENTAL - $27.14		

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -	4	
$25 TO $34 -	2	
$35 TO $44 -		
$45 TO $54 -	1	
$55 TO $65 -		
$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $27.14

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.84	1.55
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	12	1

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 39.4%

IMPACT FEATURES

Study Area 13 contains no impact features which significantly influence its environment or development.

BLIGHTING FACTORS

- - high incidence of social conditions in the Pisgah View Public Housing Project.

- - small concentrations of sub-standard structures in the northeast and north central sections, and the scattered location of such structures throughout the Area.

- - a large number of poorly designed, narrow and dangerous streets.

- - extremely bad street conditions and street maintenance in the northeast.

- - poor structural and site maintenance and generally unattractive sites throughout the non-residential sections.

- - inadequate buffer treatment between residential and non-residential land uses.

- - intermixture of land use with especially critical problems along Haywood Street and in the northeast.

- - a poorly located school, Aycock, in terms of land use compatibility and student accessibility.

- - flooding conditions along the French Broad River

RECOMMENDED RENEWAL TREATMENT

Rehabilitation treatment action is recommended for all of Study Area 13. Except for several small sections, conditions in Area 13 are not severely blighted. But, a number of problems such as mixed land use, poor streets, sub-standard structures, obsolescence and others, are scattered throughout the Area in a manner which either threatens or directly retards all sections of Area 13. Rehabilitation efforts should include intense code enforcement programs, a strong program of street improvements, an exhaustive study of existing zoning and the adoption of needed revisions, identification of beautification projects with special emphasis on the potential for open land developments along the river, and the promotion of private clean-up and rehabilitation measures. The Metropolitan Planning Board should prepare a detailed future development plan for the Area as well as coordinate and program the needed rehabilitation treatment actions.

STUDY AREA 14

Study Area 14 lies in the heart of West Asheville, and is bound by Patton Avenue on the north, by the proposed Route 191 Freeway on the east, by the French Broad River and Lower Hominy Creek on the south and by Sand Hill Road, Mildred Avenue and Louisiana Avenue on the west. It is an Area characterized by a large percentage of moderately priced single-family residences.

LAND USE

Commercial strips along Patton Avenue in the north and along Haywood Street through the central portion with single-family residential use predominant throughout the remaining sections, constitutes the pattern of land usage in Area 14. The majority of West Asheville's commercial retail and service uses are located on Haywood Street. Those parts of Haywood located elsewhere in the West Unit contain mostly secondary commercial uses and activities of a light industrial nature.

Critical land use problems are found along Patton Avenue and Haywood Street. Neither of these commercial areas offer adequate buffer protection to adjacent residences, and both contain a number of inappropriately located commercial activities. In addition, Haywood Street is threatened by obsolescence and parking problems which could seriously impair its commercial function. Flooding conditions is a problem along the French Broad River in the southeast.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	442	46.1	68.6
SINGLE FAMILY	431	45.0	67.0
MULTI-FAMILY	11	1.1	1.6
COMMERCIAL	30	3.1	4.6
INDUSTRIAL	1	.2	.6
PUBLIC & SEMI-PUBLIC	21	2.2	3.2
STREETS	131	13.7	20.4
RAILWAY	-	-	-
WATER	17	1.7	2.6
VACANT LAND	316	33.0	-
TOTAL ACRES	958	100	100

PERCENT DEVELOPED LAND: 67
STRUCTURES PER RESIDENTIAL ACRE: 3.6
HOUSING UNITS PER RESIDENTIAL ACRE: 3.8

ZONING

Zoning controls are in existence throughout Study Area 14. The existing zoning is generally adequate but a few small problems do exist and should be reviewed for possible revisions. The small strip of Commercial Zoning in the north should be changed to conform with zoning along Patton Avenue. This is also true of the small amount of industrial zoning fronting on Patton Avenue in the northeast. Buffering provisions are badly needed in all non-residential zones. The Business Zoning along Haywood Street is completely inadequate for the convenience commercial function which prevails as it requires no setbacks or parking. Zoning along Haywood should be revised to reflect the sound long range objectives of this commercial section.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	66.58
RA-6 RESIDENTIAL	503.66
RA-5 RESIDENTIAL	284.48
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	14.01
ROADSIDE BUSINESS	23.42
BUSINESS	41.79
COMMERCIAL	10.10
INDUSTRIAL	13.55
UNZONED	—

POPULATION

Study Area 14 contains a white population of 4,925 and a non-white population of 474. The non-white population is located in the extremely blighted Burton Street section in the northeast. Assuming the redevelopment of the Burton Street section for combined single and multi-family usage, and the development of all vacant land suitable for residential use at the Area's existing density, an ultimate population of 6,042 is possible.

STREETS

Brevard Road, State Street and Louisiana Avenue are the major collectors of traffic within Study Area 14. Each needs to be widened and improved to effectively handle internal traffic needs. The proposed Route 191 Freeway will provide traffic relief to Haywood Street and Brevard Road; thereby enabling them to functionally meet intra-area traffic needs much better in the future.

Minor residential streets are, in general poorly designed, too narrow and saturated with dangerous curves and intersections. However, except for the Burton Street section where such conditions are more acute than typically and where several unpaved streets exist, they do not adversely affect environmental conditions. Dangerous curves and intersections should be improved in all instances where such action is economically feasible. Bad street conditions in the northeast should be corrected as part of the proposed Burton Street Redevelopment Project.

FUTURE LAND DEVELOPMENT

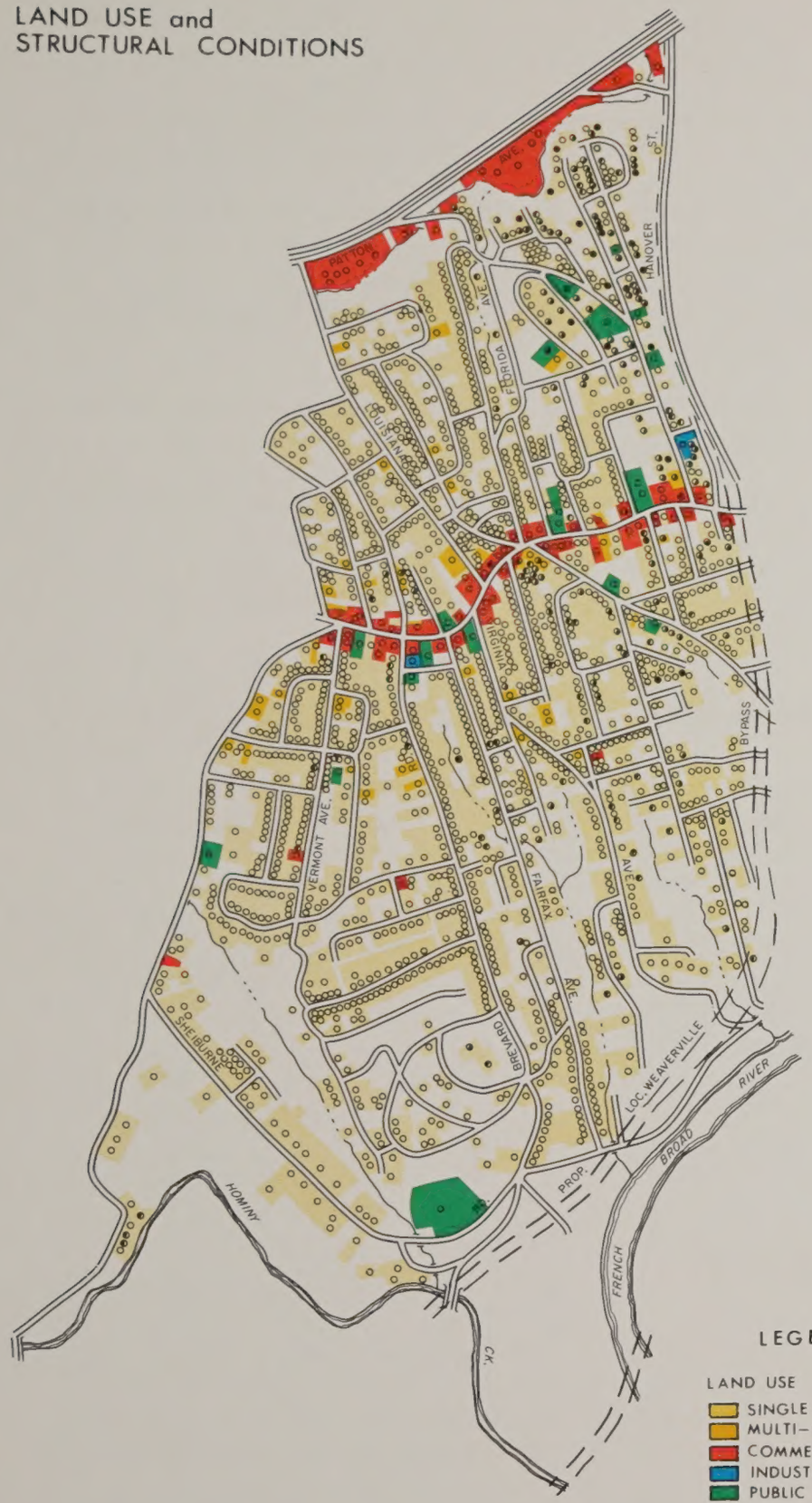
The small amount of vacant residential land in Area 14 will be developed during the next decade, especially in the south. Residential growth in the north will primarily depend on whether the Burton Street section is cleared and redeveloped. Commercial growth will continue to absorb all available land along Patton Avenue, and on Haywood Street near its intersection with the Route 191 Freeway. Some new industrial use will be possible in the southeast between Amboy Road and the French Broad River, if flood problems are solved.

STRUCTURAL CONDITIONS

Structural conditions are not a problem throughout most of Study Area 14, as only about 10 percent of the total buildings are rated sub-standard. However, a substantial portion of this 10 percent is concentrated in the northeast. In this section over 75 percent of the structures are sub-standard. This, along with other blighting factors makes clearance and redevelopment the only possibility for upgrading the northeast part of Area 10.

Commercial buildings along Haywood Street are structurally sound but functionally obsolete with the average age being about 40 years.

LAND USE and
STRUCTURAL CONDITIONS



LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	1321	73	34	1	18	65	2	1514
SUB-STANDARD REHABILITATE	86	55	9	0	2	5	1	158
SUB-STANDARD DILAPIDATED	4	16	0	0	0	0	0	20
TOTALS	1411	144	43	1	20	70	3	1692

RESIDENTIAL STRUCTURES: 1599 NON-RESIDENTIAL STRUCTURES: 93

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	89.4 %	89.5 %
SUB-STANDARD REHABILITATE	9.4 %	9.3 %
SUB-STANDARD DILAPIDATED	1.2 %	1.2 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	1420	77	1497	88.7
SUB-STANDARD REHABILITATE	115	55	170	10.1
SUB-STANDARD DILAPIDATED	4	16	20	1.2

LIVING IN SUB-STANDARD HOUSING: 11.3 %

OWNER OCCUPIED: 67 % RENTER OCCUPIED: 33%

AVERAGE VALUE: $ 8,626 AVERAGE RENT: $ 44.54

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 56

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	4	6	UNDER 6 -	12	31
2 -	3	8	6-13 -	15	35
3 -	3	3	14-17 -	8	17
4 -	5	2	18-19 -	1	8
5 -	2	3	20-29 -	5	20
6 -	2	1	30-39 -	5	10
7 -	1	3	40-59 -	22	34
8 OR MORE -	1	9	60 & OVER -	8	13
TOTAL	21	35	TOTAL	76	168

AVERAGE FAMILY SIZE: WHITE 3.61 NON-WHITE 4.8
OVERALL AVERAGE FAMILY SIZE: 4.35

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000	2	3	AGRICULTURE		
$1,000 - $2,000	4	4	UNSKILLED	2	15
$2,000 - $3,000	7	6	SEMI-SKILLED	7	6
$3,000 - $4,000	5	5	SKILLED	5	4
$4,000 - $5,000	2	7	PROFESSIONAL		2
OVER - $5,000		3			

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,005	$2,414
AVERAGE INCOME, FAMILY:	$3,005	$3,715
PER CAPITA INCOME:	$ 781	$ 636
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	8	12
RECEIVING WELFARE:		7

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	8	18	$25 OR LESS -		12
OWNER OCCUPIED -	13	17	$25 TO $34 -		2
AVERAGE MONTHLY RENTAL-	$46.25	$24.38	$35 TO $44 -	4	4
			$45 TO $54 -	3	
			$55 TO $65 -	1	
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $31.11

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.61	2.18
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	5	13

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 32.1%

IMPACT FEATURES

Interchanges

Route 191 Freeway interchanges at Patton Avenue and Haywood Street will encourage commercial growth and result in the replacement of some existing activities by higher quality structures and operations.

BLIGHTING FACTORS

- - intense concentration of sub-standard housing in the northeast.
- - inadequate recreational facilities throughout the Area and especially in the north.
- - narrow, poorly constructed and dangerously aligned streets in the northeast.
- - a high degree of functionally obsolete commercial structures along Haywood Street.
- - inappropriately located commercial uses on both Patton Avenue and Haywood Street.
- - inadequate buffer treatment between commercial and residential uses throughout the Area.
- - flooding conditions along the French Broad River.
- - mixed land usage primarily along Haywood Street.

RECOMMENDED RENEWAL TREATMENT

All except the northeast section of Study Area 14 is recommended for conservation treatment. A Federal urban redevelopment project is recommended for the northeast section where sub-standard housing conditions prevail. Considerable attention should be given to upgrading commercial structures along Haywood Street and intense code encorcement efforts will be needed to correct the scattered sub-standard housing found throughout the central part of the Area. It is also recommended that the Asheville Planning and Zoning Commission make a thorough review of zoning along Patton Avenue and Haywood Street.

STUDY AREA 15

Study Area 15 is a small but diverse section which is experiencing a rapid transition in development. The southern part is fast becoming one of the major retail commercial centers in the Asheville Metropolitan Area, and new lower priced residential construction is beginning to occur in the north. The Area is bound by the Southern Railroad on the north, the French Broad River on the east, Patton Avenue on the south, and North Louisiana and Hazel Mill Road on the west.

LAND USE

Area 15 now contains half as much retail floor space as is found in the Asheville Central Business District. This commercial use is located along Patton Avenue and is dominated by one large shopping center, Westgate, and two large discount store operations. Residential development is located in the south central and northwest part of the Area, with the northeast largely undeveloped.

Land use problems are generally restricted to the southern part of the Area. They consist of some inappropriately located commercial uses such as a large automobile salvage yard,of inadequate buffer protection between commercial and residential uses, and of uncontrolled outside storage in the south central residential section. Land is now graded for additional commercial space in depth from Patton Avenue in the southwest and such intrusion will undoubtedly occur throughout the southern part of the Area. This expansion is desirable and will upgrade the overall environment if proper planning preceeds actual construction to assure proper buffering treatment between the limits of such expansion and residential sections to the north. Also zoning revisions should be made to assure a continuation of retail type activities and to insure proper access controls along Patton Avenue.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	55	13.0	34.7
SINGLE FAMILY	55	13.0	34.7
MULTI-FAMILY	-	-	-
COMMERCIAL	44	10.2	27.2
INDUSTRIAL	1	.2	.6
PUBLIC & SEMI-PUBLIC	16	3.8	10.0
STREETS	26	6.1	16.1
RAILWAY	11	2.7	7.2
WATER	7	1.6	4.2
VACANT LAND	266	62.4	-
TOTAL ACRES	426	100	100

PERCENT DEVELOPED LAND: 37.6
STRUCTURES PER RESIDENTIAL ACRE: 3.9
HOUSING UNITS PER RESIDENTIAL ACRE: 3.9

ZONING

Approximately half of Area 15 is zoned. The present zoning contains several problems which should be corrected to more properly meet needs. The southeast section, where Westgate Shopping Center is located, is zoned Industrial. This zoning is improper as it permits the location of any industrial activities such as junk yards and other uses which are detrimental to the desired retail character and to adjacent residential uses. Moreover, building setback lines are not required in the Industrial Zone. The RA-6 Residential zoning which fronts on Patton Avenue should be revised to an appropriate commercial classification. All non-residential zoning applied in the Area should be revised to include proper buffering provisions.

The unzoned, unincorporated portions should be zoned through the adoption of extra-territorial zoning jurisdiction by the City of Asheville. Such zoning is needed immediately to protect the new residential development in the northwest and to encourage residential investment in the undeveloped sections.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	90.46
RA-5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	1.15
ROADSIDE BUSINESS	50.05
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	69.34
UNZONED	215.26

POPULATION

Study Area 15 contains an all-white population of 632. This figure could be increased to 1,756 when all lands suitable for residential use are developed. This is assuming a density equivalent to that of the Knollwood subdivision which has recently been constructed in the northwest.

STREETS

Street conditions within Study Area 15 are extremely poor. The blighted residential section in the south central part contains a number of unpaved and poorly

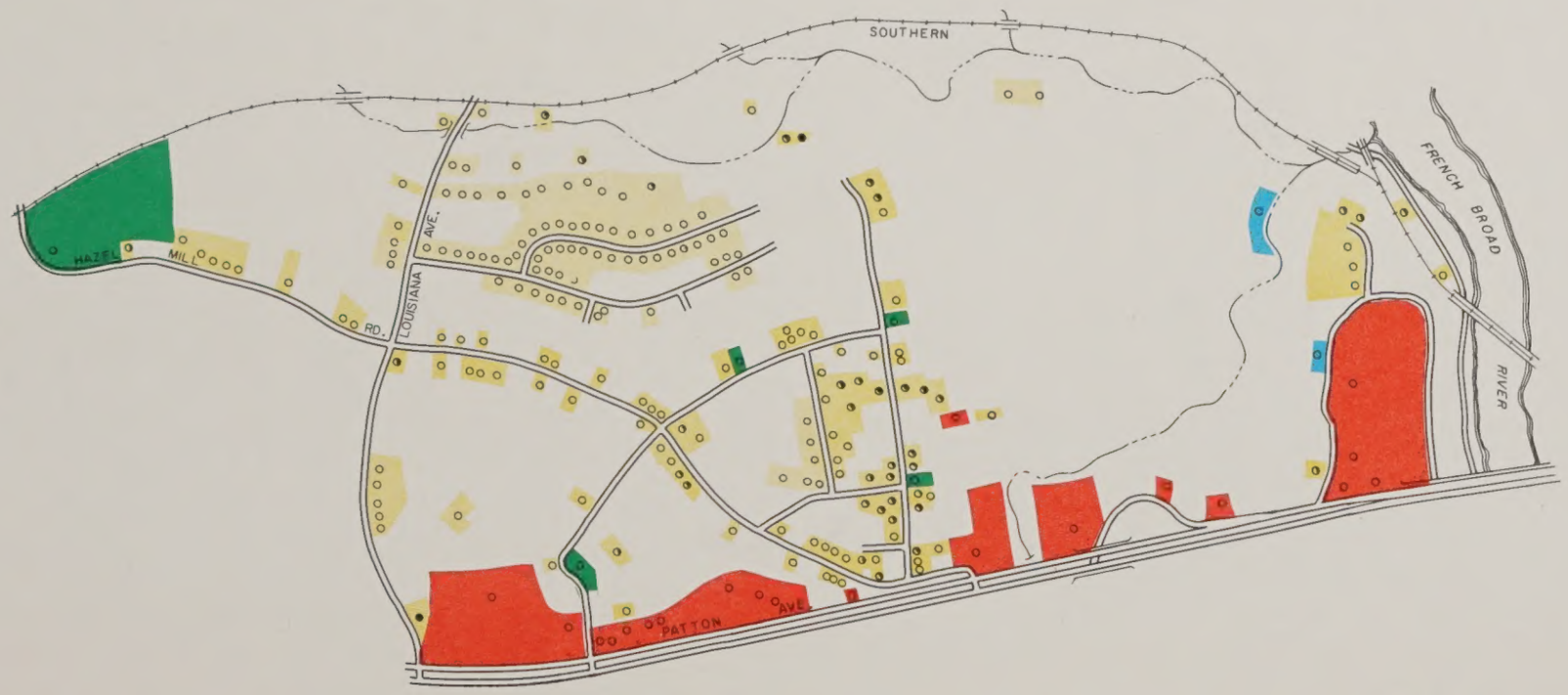
maintained streets. In addition, these streets are poorly aligned and too narrow. Hazel Mill Road serves as a collector of the Area's residential traffic, but it is functionally ineffective because of narrow pavement, extremely bad alignment, and impossible access to Patton Avenue on the south. The expansion of commercial activities in the south should alter the alignment of Hazel Mill Road and provide proper acess to Patton Avenue. Residential development in the north should provide for east-west access through the Area.

Traffic is a major problem of the commercial uses in the southern part of the Area. Patton Avenue has an average daily traffic volume of over 30,000 vehicles per day. This traffic plus the design deficiencies of Patton Avenue has created severe congestion. Improved access controls are needed along this section to solve congestion problems and to decrease the large number of traffic accidents which occur.

FUTURE LAND DEVELOPMENT

Strategic location and the generating appeal of existing retail activity will increase the use of land for commercial purposes in Study Area 15. Potentially it could become one of the largest retail complexes in the Metropolitan Area. Ample land is available for expansion in depth to the north from Patton Avenue, and the blighted residential section which fronts on Patton Avenue and extends northward to Nancy Street could be used for such expansion. The critical factor in commercial growth is to properly locate streets to prevent the creation of idle land and to improve traffic conditions. New residential growth is now occuring in the northwest and should continue, if proper planning controls are adopted and adequate buffering from commercial activities is provided. Adequate protection for this residential growth is essential as Study Area 15 can provide the Metropolitan Area with some relatively central land for new, lower priced, private residential construction.

LAND USE and
STRUCTURAL CONDITIONS



STRUCTURAL CONDITIONS

New growth, both residential and commercial, is beginning to solve the problem of sub-standard structures in Area 15. However, about 19 percent of the existing structures are sub-standard. The only concentration is in the Nancy Street - Hansel Street section in the south central part of the Area. This section is extremely blighted not only because of structural conditions but also due to bad roads and excessive outside storage.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	176	0	0	0	3	17	2	198
SUB-STANDARD REHABILITATE	40	0	0	0	1	0	0	41
SUB-STANDARD DILAPIDATED	2	0	0	0	0	0	0	2
TOTALS	218	0	0	0	4	17	2	241

RESIDENTIAL STRUCTURES: 218 NON-RESIDENTIAL STRUCTURES: 23

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	80.8 %	82.2 %
SUB-STANDARD REHABILITATE	18.3 %	17.0 %
SUB-STANDARD DILAPIDATED	.9 %	.8 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	176	0	176	80.8
SUB-STANDARD REHABILITATE	40	0	40	18.3
SUB-STANDARD DILAPIDATED	2	0	2	.9

LIVING IN SUB-STANDARD HOUSING: 19.2 %

OWNER OCCUPIED: 65 % RENTER OCCUPIED: 35 %

AVERAGE VALUE: $10,750 AVERAGE RENT: $ 54.16

IMPACT FEATURES

Route 191 Expressway

The junction of the proposed Route 191 Expressway and Patton Avenue in the south central part of Study Area 15 will provide it with one of the most strategic locations in the Metropolitan Area for commercial development. This facility will exert considerable impact on the pace of retail commercial development.

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 10

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	3		UNDER 6 -	5	
2 -	1		6-13 -	9	
3 -			14-17 -	2	
4 -	2		18-19 -	1	
5 -	2		20-29 -		
6 -	1		30-39 -	6	
7 -	1		40-59 -	8	
8 OR MORE -			60 & OVER -	5	
TOTAL	10		TOTAL	36	

AVERAGE FAMILY SIZE: WHITE 3.6 NON-WHITE 0

OVERALL AVERAGE FAMILY SIZE: 3.6

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000			UNSKILLED	1	
$2,000 - $3,000	3		SEMI-SKILLED	5	
$3,000 - $4,000	1		SKILLED		
$4,000 - $5,000	2		PROFESSIONAL		
OVER - $5,000					

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,608	
AVERAGE INCOME, FAMILY:	$3,608	
PER CAPITA INCOME:	$ 698	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	6	
RECEIVING WELFARE:	1	

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	1		$25 OR LESS -	1	
OWNER OCCUPIED -	9		$25 TO $34 -		
AVERAGE MONTHLY RENTAL - $25.00			$35 TO $44 -		
			$45 TO $54 -		
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $25.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	2	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	3	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 30.0%

BLIGHTING FACTORS

- - small concentration of sub-standard housing in the Nancy Street - Hansel Street section.
- - lack of zoning controls and housing codes in the unincorporated sections.
- - lack of adequate buffering between commercial and residential uses.
- - location of inappropriate commercial uses such as large auto salvage yard in the Patton Avenue commercial complex.

- - the application of Industrial zoning in the southeastern section.

- - an improperly designed and poorly maintained minor street system.

- - the functional obsolescence of Hazel Mill Road which prevents it to serve as an adequate collector street for the area.

- - the lack of adequate playground facilities.

RECOMMENDED RENEWAL TREATMENT

Development planning and regulation is the treatment recommended for Study Area 15. One section, the Nancy Street - Hansel Street blighted area, could qualify as a federally sponsored rehabilitation or clearance project. However, this area should be absorbed and upgraded by the rapid pace of commercial growth. If not, it should then be considered as a specific rehabilitation project. The need for sound development planning in this Area cannot be overemphasized; therefore, it is recommended that the Metropolitan Planning Board prepare a detailed plan for guiding future growth. Further, immediate actions should be initiated to adopt a full range of planning controls throughout the Area and to update the existing zoning.

STUDY AREA 27

Study Area 27 is relatively free of blight and contains some of the best residential sections in the western portion of the Metropolitan Neighborhood Analysis Planning Area. Its limited problems are restricted to commercial uses along two major thoroughfares. The Area is bound by Hazel Mill Road and Louisiana Avenue on the north, by Sand Hill Road on the east, by Lower Hominy Creek on the south, and by the Southern Railroad on the west.

LAND USE

The high percentage of single-family residential use is indicative of the excellent residential environment which dominates Study Area 27. This use combined with adequate recreational facilities make it a very desirable section for residences. The West Terrace Apartment project, a private development, in the north central section accounts for most of the multi-family development.

Critical land use problems are generally restricted to the major commercial streets. Problems of mixed land uses, inappropriately located commercial use and inadequate buffer treatment between commercial and residential uses is found along both Haywood Street and Patton Avenue. Structures originally constructed for use as neighborhood grocery stores but which have been converted to residential use are found scattered throughout the residential sections, especially along Sulphur Springs Road. Surprisingly, most are well maintained and are not too detrimental. They should, however, be replaced. Several are used for non-conforming purposes which promote the possibility of blight. One such example, is the very obnoxious and substandard auto repair operation located on Sulphur Springs Road near Clinton Street.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	449.0	43.28	63.80
SINGLE FAMILY	432.0	41.68	61.40
MULTI-FAMILY	17.0	1.60	2.40
COMMERCIAL	44.0	4.20	6.30
INDUSTRIAL	.8	.07	.10
PUBLIC & SEMI-PUBLIC	61.0	5.90	8.76
STREETS	135.0	12.98	19.10
RAILWAY	14.0	1.36	2.00
WATER	-	-	-
VACANT LAND	334.0	32.31	-
TOTAL ACRES	1037.8	100.00	100.00

PERCENT DEVELOPED LAND: 66.69
STRUCTURES PER RESIDENTIAL ACRE: 3.4
HOUSING UNITS PER RESIDENTIAL ACRE: 3.6

ZONING

No critical zoning problems exist in Study Area 27, other than the need for buffering provisions in the commercial zones.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	144.84
RA- 6 RESIDENTIAL	621.27
RA- 5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	43.85
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	102.26
ROADSIDE BUSINESS	25.49
BUSINESS	6.20
COMMERCIAL	94.69
INDUSTRIAL	—
UNZONED	—

POPULATION

The existing population of Study Area 27 is 5,206. An ultimate population of 6,697 is possible assuming the development of all vacant residential land at the existing residential density. This estimate would also assume the displacement of all residences located on Haywood Street and Patton Avenue.

STREETS

Street conditions do not constitute a major problem in Area 27, and certainly do not contribute to blight. The major thoroughfares are heavily congested but will be granted substantial relief when the Metropolitan Freeway System is completed. Poor sight distances and blind intersections are found throughout the Area. Where feasible, these conditions should be corrected.

FUTURE LAND DEVELOPMENT

The pattern of land development in Study Area 27 will remain unchanged through the next twenty years. Residential land use will continue to dominate and commercial usage will be restricted to Haywood Street and Patton Avenue. All of the available residential land will be in use by 1980 as school, recreational and locational advantages continue to promote growth at a rapid rate.

LAND USE and
STRUCTURAL CONDITIONS

LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STRUCTURAL CONDITIONS

Sub-standard structures make up a very insignificant 1.9 percent of the total structures located in Study Area 27. The few existing sub-standard structures are at scattered locations and do not pose any serious problems. Moderately priced housing, old intermixed with new, dominates most of the Area with high value residences limited to the Malvern Hills Subdivision in the south.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	1472	0	36	0	25	99	3	1635
SUB-STANDARD REHABILITATE	25	1	2	0	1	3	0	32
SUB-STANDARD DILAPIDATED	1	0	0	0	0	0	0	1
TOTALS	1498	1	38	0	26	102	3	1668

RESIDENTIAL STRUCTURES: 1537 NON-RESIDENTIAL STRUCTURES: 131

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	98.1 %	98.0 %
SUB-STANDARD REHABILITATE	1.8 %	1.9 %
SUB-STANDARD DILAPIDATED	.1 %	.1 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	1596	0	1596	98.1
SUB-STANDARD REHABILITATE	29	1	30	1.8
SUB-STANDARD DILAPIDATED	1	0	1	.1

LIVING IN SUB-STANDARD HOUSING: 1.9 %

OWNER OCCUPIED: 76 % RENTER OCCUPIED: 24 %

AVERAGE VALUE: $ 9,700 AVERAGE RENT: $ 69.00

IMPACT FEATURES

Malvern Hills Park

The attractively landscaped eight acres which house the Malvern Hills Park facilities are a definite asset to Area 27. The open space associated with the Park enhances the environmental setting within the immediate vicinity and the excellent facilities increase the desirability of Area 27 as a place to live.

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 6

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -			UNDER 6 -	2	
2 -	2		6-13 -	7	
3 -			14-17 -	5	
4 -	2		18-19 -		
5 -			20-29 -		
6 -	1		30-39 -	3	
7 -			40-59 -	7	
8 OR MORE -	1		60 & OVER -	2	
TOTAL	6		TOTAL	26	

AVERAGE FAMILY SIZE: WHITE 4.33 NON-WHITE 0

OVERALL AVERAGE FAMILY SIZE: 4.33

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000	1		AGRICULTURE		
$1,000 - $2,000	1		UNSKILLED		
$2,000 - $3,000	1		SEMI-SKILLED	4	
$3,000 - $4,000	1		SKILLED	1	
$4,000 - $5,000	1		PROFESSIONAL		
OVER - $5,000	1				

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,284	
AVERAGE INCOME, FAMILY:	$3,648	
PER CAPITA INCOME:	$ 760	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	1	
RECEIVING WELFARE:		

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	2		$25 OR LESS -		
OWNER OCCUPIED -	4		$25 TO $34 -		
AVERAGE MONTHLY RENTAL - $40.00			$35 TO $44 -	1	
			$45 TO $54 -	1	
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $40.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	2	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	2	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 3.33%

BLIGHTING FACTORS

- - mixed land uses along Haywood Street
- - inadequate buffer treatment between residential and commercial uses along Patton Avenue and Haywood Street.
- - commercial structures converted to residential use at scattered locations throughout the residential sections, especially along Sulphur Springs Road.
- - intersections with dangerous sight distances throughout the Area.

- - unattractive site and structural design along Patton Avenue.

- - traffic congestion and high rate of accidents along Patton Avenue

RECOMMENDED RENEWAL TREATMENT

Conservation is the only treatment needed in Study Area 27. Responsible administration of planning controls and a continuation of responsible property and structural maintenance should maintain the sound environmental conditions which now exist.

STUDY AREA 28

Study Area 28 is a very sparsely developed and populated area in the southwest part of the West Unit. This area is not sufficiently developed to warrant treatment in this Neighborhood Analyses; however, it was included because of the natural boundary which Interstate 40 provides for the entire Planning Area. Also the construction of this facility will isolate Area 28 from adjacent lands to the south and orient it more toward West Asheville. The Area is bound by Lower Hominy Creek on the north and east by Interstate 40 on the south and by Patton Avenue on the west.

LAND USE

Public land and highways dominate the use of land in Study Area 28. This has contributed to the large acreage owned by the Asheville School for Boys and the I-26 - I-40 Interchange which are located within the Area. This condition limits the Area's development potential. This is especially true as the Asheville School for Boys is not likely to make land available for development and the large interchange merely provides access from one interstate route to another. Residential development consists mostly of single-family dwellings and is limited to Sand Hill Road and South Bear Creek Road. No significant land use problems exist in the Study Area.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	59	7.0	22.1
SINGLE FAMILY	59	7.0	22.1
MULTI-FAMILY	-	-	-
COMMERCIAL	5	.5	1.8
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	106	12.6	40.1
STREETS	58	6.9	22.3
RAILWAY	4	.4	1.4
WATER	32	3.9	12.3
VACANT LAND	581	68.7	-
TOTAL ACRES	845	100	100

PERCENT DEVELOPED LAND: 31.3
STRUCTURES PER RESIDENTIAL ACRE: 1.9
HOUSING UNITS PER RESIDENTIAL ACRE: 1.9

ZONING

Study Area 28 is unincorporated and no zoning controls are in force. Zoning should be extended through the adoption of county zoning or the extension of the City of Asheville's extra-territorial zoning jurisdiction.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	—
RA-5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	844.99

POPULATION

An all-white population of 347 people is found in the area. An ultimate population potential of 3,365 could be contained within Area 28, assuming a density of 3.1 units per residential acre. This density would be comparable to that of moderately priced housing in new subdivisions elsewhere in the Metropolitan Area.

STREETS

Sand Hill Road is the major collector of Area 28's traffic. It is a two-lane facility which is in good condition and is adequate to handle existing traffic needs. Although Interstate 26 and Interstate 40 run along or through Area 28, they do not provide any access points

Brevard Road is a major street which runs for a short distance through the east part of the Area.

Interstate 40 does provide an exit ramp at Brevard Road; however, this facility will not affect the heartland of Area 28. No street problems now exist in the area.

FUTURE LAND DEVELOPMENT

The future will find single-family residences as the predominant use of land in Area 28. Public use and highways will always occupy an unusually large percentage of land. Commercial and industrial development is not likely, and in fact, should be prohibited from the area.

STRUCTURAL CONDITIONS

About 27 percent of Area 28 structures are in sub-standard condition. However, these structures are too scattered to prove detrimental to environmental conditions. The adoption of county housing codes and displacement by natural growth should correct this problem.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	81	0	0	0	8	6	0	95
SUB-STANDARD REHABILITATE	21	0	0	0	3	2	0	26
SUB-STANDARD DILAPIDATED	10	0	0	0	0	0	0	10
TOTALS	112	0	0	0	11	8	0	131

RESIDENTIAL STRUCTURES: 112 NON-RESIDENTIAL STRUCTURES: 19

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	72.3 %	72.5 %
SUB-STANDARD REHABILITATE	18.8 %	19.9 %
SUB-STANDARD DILAPIDATED	8.9 %	7.6 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	81	0	81	72.3
SUB-STANDARD REHABILITATE	21	0	21	18.8
SUB-STANDARD DILAPIDATED	10	0	10	8.9

LIVING IN SUB-STANDARD HOUSING: 27.7 %

* Census information on owner occupancy, housing value and contract rent not available for this Study Area.

LAND USE and
STRUCTURAL CONDITIONS

LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED:

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	2		UNDER 6 -	3	
2 -	4		6-13 -	7	
3 -	3		14-17 -	5	
4 -	1		18-19 -		
5 -			20-29 -	3	
6 -	1		30-39 -	3	
7 -			40-59 -	10	
8 OR MORE -	2		60 & OVER -	14	
TOTAL	13		TOTAL	45	

AVERAGE FAMILY SIZE: WHITE 3.46 NON-WHITE 0
OVERALL AVERAGE FAMILY SIZE: 3.46

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000	1		AGRICULTURE	2	
$1,000 - $2,000	3		UNSKILLED	2	
$2,000 - $3,000	2		SEMI-SKILLED	1	
$3,000 - $4,000			SKILLED	2	
$4,000 - $5,000			PROFESSIONAL		
OVER - $5,000	1				

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$2,513	
AVERAGE INCOME, FAMILY:	$3,206	
PER CAPITA INCOME:	$ 712	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	11	
RECEIVING WELFARE:	3	

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	4		$25 OR LESS -	2	
OWNER OCCUPIED -	9		$25 TO $34 -		
AVERAGE MONTHLY RENTAL - $31.25			$35 TO $44 -	1	
			$45 TO $54 -		
			$55 TO $65 -	1	
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $31.25

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.4	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	3	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 23.1%

IMPACT FEATURES

No significant impact features are found in Study Area 28. The Asheville School for Boys, will of course, always influence the area by maintaining a large amount of open space and by restricting the amount of developable land.

BLIGHTING FACTORS

- - lack of zoning controls, subdivision regulations, and housing codes throughout the Area.

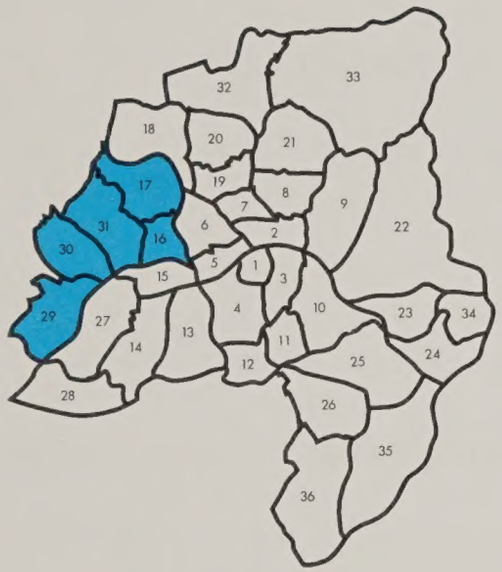
- - scattered instances of sub-standard housing along Sand Hill Road, South Bear Creek Road and Brevard Road.

RECOMMENDED RENEWAL TREATMENT

Development planning and regulation is the treatment needed in Study Area 28. This Area is largely undeveloped and the adoption of zoning controls, subdivision regulations, housing codes and the preparation of detailed future land use plans will be sufficient to assure sound environmental conditions.

NORTHWEST UNIT

The Northwest Unit is characterized by sparse development and a predominance of single-family residences. A rural atmosphere still prevails over most of its five Study Areas (16, 17, 29, 30, and 31), but it is destined to be absorbed as the attractive vacant lands become more desirable for residential development.



Blight is present throughout the Northwest Unit but is not too detrimental, in most instances, because of the scattered location and low density of existing development. One blighted section, Bingham Heights, in Study Area 17, is of sufficient density to justify federally sponsored rehabilitation project action. Blighting conditions in the remainder of the Unit can be corrected by the adoption of proper planning controls, by intense code enforcement programs and by orderly future growth.

Future development in the Northwest Unit will largely be for moderately priced residential dwellings. Most of the recent residential construction is for such housing and there is no indication that this trend will be reversed. Commercial development will continue along New Leicester Highway and be limited to small neighborhood shopping areas. Future commercial development should be wisely controlled to assure compatibility with its inevitable neighbor, residences. Industrial use will be generally limited to locations along the Southern Railroad, which forms the Unit's southern boundary. These locations will be very close to residential uses and adequate screening will be necessary to insure a functional land use relationship.

PERTINENT STATISTICS

POPULATION:

WHITE	4471
NON-WHITE	-
TOTAL	4471

ULTIMATE POPULATION POTENTIAL: 15,387

USE OF LAND	ACRES	PERCENT
RESIDENTIAL	581	16
SINGLE FAMILY	581	16
MULTI-FAMILY	-	-
COMMERCIAL	25	1
INDUSTRIAL	22	1
PUBLIC & SEMI-PUBLIC	95	3
STREETS & RAILWAY	268	7
WATER	68	2
VACANT LAND	2578	70
TOTAL ACRES	3637	100

DEVELOPED LAND: 30%
HOUSING UNITS PER RESIDENTIAL ACRE: 2.5

STRUCTURAL CONDITIONS	NUMBER OF STRUCTURES	PERCENT
STANDARD	960	71
SUB-STANDARD REHABILITATE	222	16
SUB-STANDARD DILAPIDATED	172	13
TOTAL STRUCTURES	1354	100

LIVING IN SUB-STANDARD HOUSING: 34%

STREETS SYSTEM

Major Streets

North Louisiana - provides north-south access through the eastern part of the Northwest Unit. The existing roadway is narrow, very poorly aligned and contains many dangerous curves and intersections caused by inadequate sight distances. The Metropolitan Thoroughfare Plan recommends the establishment of this route as a major thoroughfare. It should be improved to provide two adequate lanes with usable shoulders and a safer alignment.

New Leicester Highway - provides east-west access through the central part of the Unit and is the major route to the northwest part of Buncombe County. It is a well constructed two-lane highway which should adequately serve traffic needs for another ten years. Plans should be made to increase this facility to four lanes in advance of the increased growth which is likely to occur by 1985.

Major Streets within the Northwest Unit

Emma Road - Dryman Mountain Road - serves as a major collector for Study Areas 16, 30, and 31. The alignment of this route should be improved and the width of pavement increased, although the number of lanes is adequate to meet future needs.

Bingham Road - serves as the major collector street for Area 16 and provides access north to Area 17 and eastward across the French Broad River. It is a narrow two-lane road with inadequate shoulders and sight distances throughout its length. This road should be widened to provide two adequate lanes plus usable shoulders and a safer alignment.

Gorman Bridge Road - serves as a major collector for Study Area 31. It is a two-lane facility which should be improved to provide wider and more adequate lanes and usable shoulders.

Pearson Bridge Road - provides access from the eastern part of the Northwest Unit across the French Broad River to North and Central Asheville. It crosses the River on an old, narrow, one lane bridge. Although used by a small amount of traffic, this road is extremely inadequate. Pearson Bridge Road should be widened and realigned, the dangerous railroad grade crossing on the west bank of the French Broad River provided with flashing signal protection and the existing bridge replaced with a two lane structure.

Johnson School Road - serves as the major collector of traffic for Study Area 29. This two-lane route should be widened throughout its length and realigned in the east part of Area 29.

Summary of Conditions

Traffic circulation in the Northwest Unit is satisfactory despite the extremely hazardous road conditions. This is because of the sparse pattern of development which enables the use of some six collector streets for access to Central Asheville. Although circulation is generally adequate, road conditions are not acceptable. A large majority of the Unit's roads, both major and minor, are too narrow, are very poorly aligned, have unusable shoulders, have unsafe sight distances on curves and hills, and contain an excessive number of blind intersections.

An intensified program of improvements is needed to improve road conditions throughout the Unit. This is especially true of the major and collector streets where the need for such improvements is immediate. Such a program would greatly accelerate the rate of residential growth and enable the Unit to absorb more growth without creating undue traffic problems.

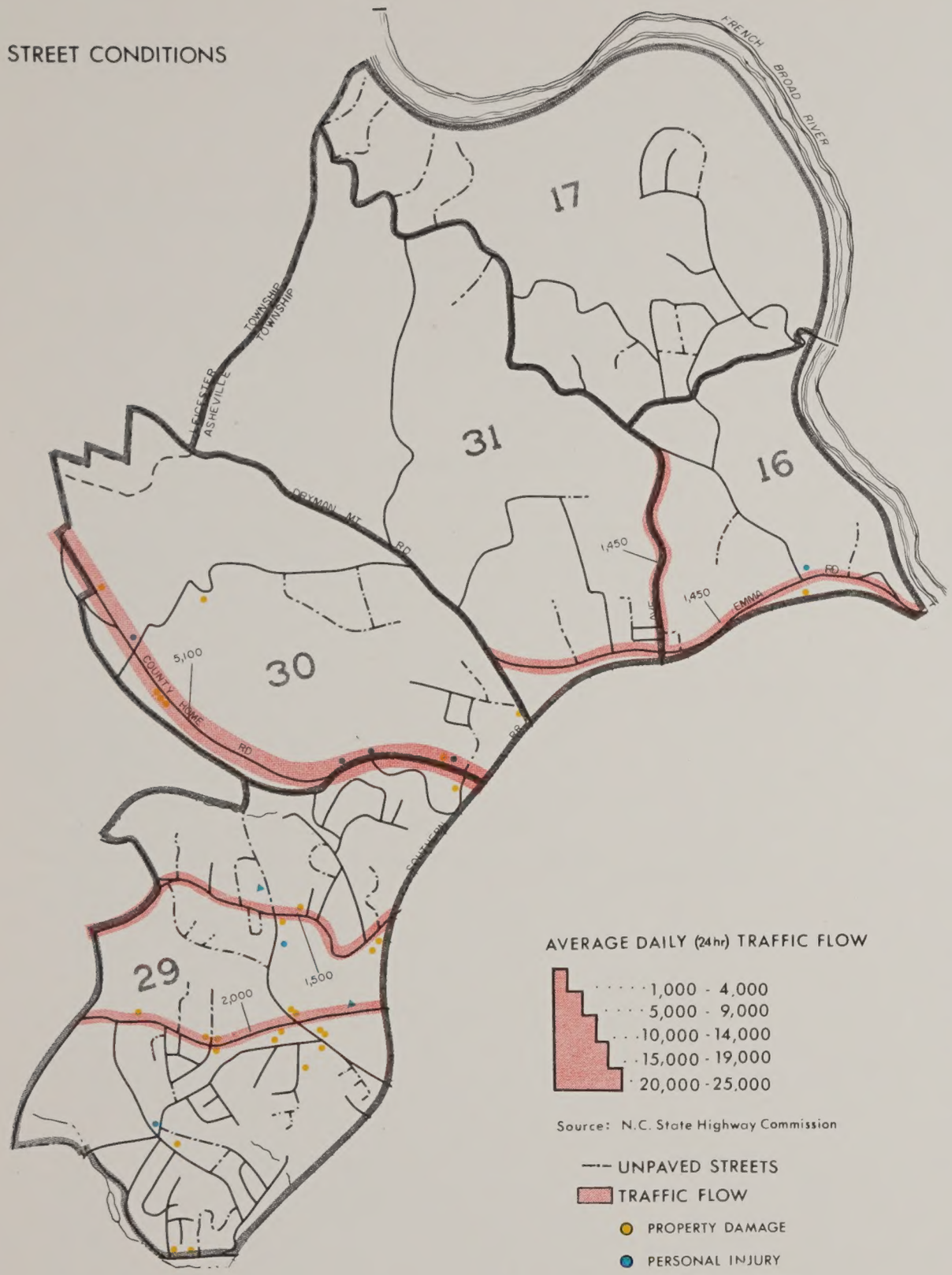
TRAFFIC ACCIDENTS

STUDY AREA	VECHICULAR			PEDESTRIAN	
	Property Damage	Personal Injury	Fatality	Personal Injury	Fatality
16	1	1	-	-	-
17	-	-	-	-	-
29	20	3	-	2	-
30	-	-	-	-	-
31	-	-	-	-	-
NORTHWEST TOTALS	21	4	0	2	0

STREET CONDITIONS

STUDY AREA	PAVED STREETS (Miles)	UNPAVED STREETS (Miles)	TOTAL (Miles)
16	2.93	.37	3.30
17	4.44	1.89	6.33
29	12.20	3.97	16.17
30	5.96	1.59	7.55
31	5.04	3.91	8.95
NORTHWEST UNIT	30.57	11.73	42.30

STREET CONDITIONS



AVERAGE DAILY (24hr) TRAFFIC FLOW

- 1,000 - 4,000
- 5,000 - 9,000
- 10,000 - 14,000
- 15,000 - 19,000
- 20,000 - 25,000

Source: N.C. State Highway Commission

- UNPAVED STREETS
- TRAFFIC FLOW
- PROPERTY DAMAGE
- PERSONAL INJURY
- PEDESTRIAN INJURY
- PEDESTRIAN FATALITY
- FATALITY

COMMUNITY FACILITIES AND SERVICES

SCHOOLS

The Johnston and Emma Elementary School Districts serve the Northwest Unit. Both of these elementary schools are located within the Unit. Study Areas 16, 17, 30, and 31 are in the Emma District and Area 29 is in the Johnston District. All of the Northwest Unit's high school students attend the Clyde A. Erwin High School which is located from 5 to 20 minutes driving time to the northwest.

Emma Elementary School

The Emma Elementary School is located in the southeast part of Study Area 31 on Emma Road. The physical plant consists of an old three story brick building, a new one story brick structure and two very old wooden structures. All but the new brick structure are in very bad condition and should be replaced at the earliest possible time.

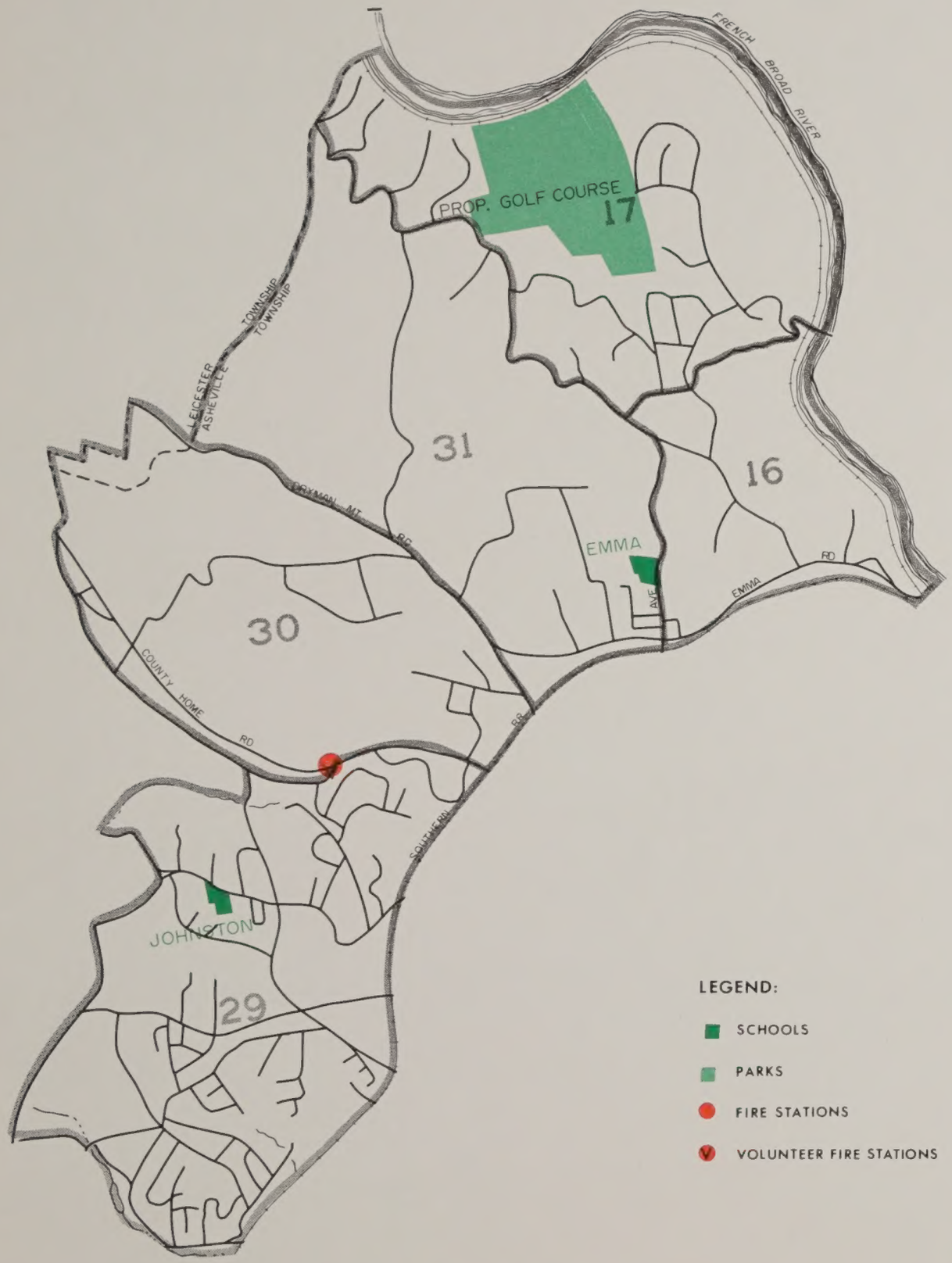
SITE PLAN

Site Size:	8 Acres
Condition of Structure:	Standard - functionally obsolete
Year Constructed:	1924 - Addition: 1961
Pupil Capacity:	375
Present Enrollment:	445
Playground:	Inadequate
Environmental Setting:	Fair

Existing Needs:

Classrooms:	3
Acreage:	1.5
Other:	Replacement of older buildings Larger play area

COMMUNITY FACILITIES



RECREATION

The Emma and Johnston School playground, both of which are sub-standard in size and improvements, are the only such facilities located in the Northwest Unit. This lack of park and playfield facilities is not too critical at the present time because of the scattered population pattern and the large amount of vacant land. But, the need for such facilities will increase greatly as new growth occurs. One playground is proposed adjacent to the proposed golf course in Study Area 17. This proposed facility plus improvements to the Johnston School and Emma School playgrounds will need to be strengthened by the eventual addition of another play field centrally located to serve Study Areas 30 and 31. One of these play fields should be a community type park complete with ball field and lights.

No significant private recreational facilities are located in the Northwest Unit.

FIRE PROTECTION

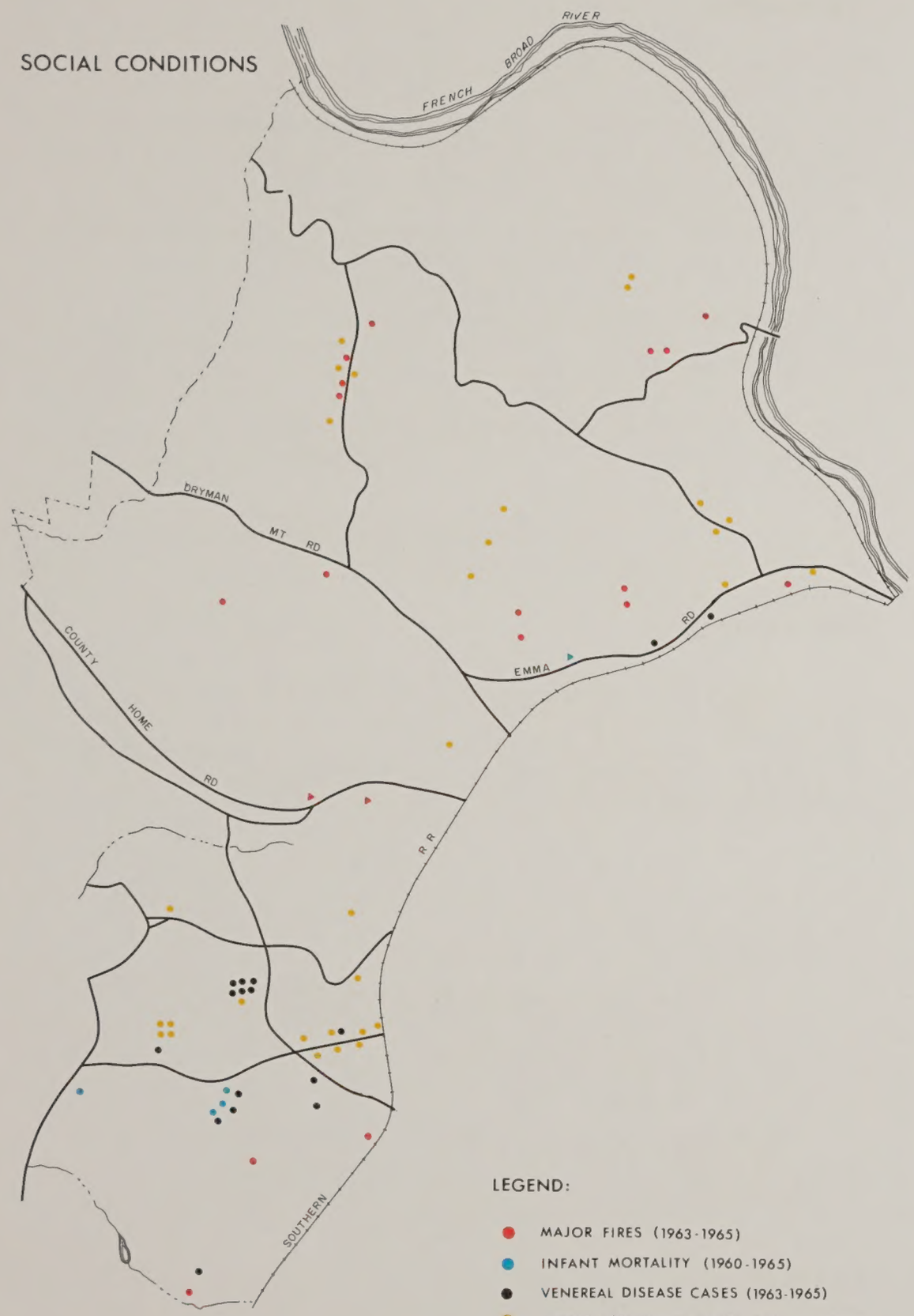
The West Buncombe Voluntary Fire Department serves the Northwest Unit. It is located immediately west of Area 30, and is within the three mile radius standard which is recommended by the National Board of Fire Underwriters.

MAJOR FIRES

STUDY AREA	NUMBER (Two year period)	PERCENT OF ENTIRE AREA UNDER STUDY
16	3	1.30
17	3	1.30
29	3	1.40
30	2	.10
31	6	2.20
NORTHWEST UNIT	17	6.30

UTILITIES

The Northwest Unit is adequately served by all utilities and needed utilities can easily be extended to the undeveloped sections.



SOCIAL CONDITIONS

Social indicators of blight are not a major problem in the Northwest Unit. Within the Neighborhood Analysis Planning Area, the Northwest Unit accounted for:

.8 PERCENT OF THE TUBERCULOSIS CASES
2.3 PERCENT OF THE INFANT MORTALITY
1.8 PERCENT OF THE VENEREAL DISEASE CASES
4.1 PERCENT OF THE PUBLIC ASSISTANCE CASES
.9 PERCENT OF THE MAJOR ARRESTS

STUDY AREA 16

Study Area 16 is a small sparsely developed rural community located in the southeast part of the Northwest Unit. Development is generally limited to locations along four two-lane rural roads. The Study Area is bound on the north by Pearson Bridge Road, on the east by the French Broad River, on the south by the Southern Railroad and on the west by North Louisiana Road.

LAND USE

Single family residential and industrial activities are the only significant uses of land. One new light industrial operation in the northwest accounts for 90 percent of the industrial use. Residences are located along the few roads found in the Area with no concentrations in existence.

Outside storage and incompatible accessory structures are the Area's major land use problems. These conditions plus mixed residential and industrial uses are a problem in the extreme southwest where Emma Road and North Louisiana intersect.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	31	7.8	30.0
SINGLE FAMILY	31	7.8	30.0
MULTI-FAMILY	-	-	-
COMMERCIAL	-	-	-
INDUSTRIAL	13	3.3	13.1
PUBLIC & SEMI-PUBLIC	2	.4	1.7
STREETS	19	4.9	19.0
RAILWAY	19	4.9	19.0
WATER	18	4.7	17.2
VACANT LAND	293	74.0	-
TOTAL ACRES	395	100	100

PERCENT DEVELOPED LAND: 26
STRUCTURES PER RESIDENTIAL ACRE: 2.9
HOUSING UNITS PER RESIDENTIAL ACRE: 2.9

ZONING

All of Study Area 16 is unincorporated and unzoned. The adoption of county zoning is recommended to assure a more orderly development of the large amount of vacant land.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	—
RA- 5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	394.61

POPULATION

An all-white population of only 282 people reside in Area 16. This figure could increase to an ultimate population of 2,012 when all land suitable for residential use is occupied. This is based on a density of 3.1 units per residential acre which is typical of new moderately priced subdivisions elsewhere in the Northwest Unit.

STREETS

Streets in the Study Area consist of two-lane rural roads. They are in good condition but contain dangerous curves, alignment, shoulders, etc. Major streets within the Area are Bingham Road, Emma Road and North Louisiana, which forms the west boundary. Whenever increased development occurs, Bingham Road and Emma Road will become important collectors and should be improved.

FUTURE LAND DEVELOPMENT

Topography will limit Study Area 16's future to residential use, and the existing residential character plus that of adjacent study areas indicates such use will be medium density, moderately priced housing.

LAND USE and STRUCTURAL CONDITIONS

STRUCTURAL CONDITIONS

Almost half of the structures in Study Area 16 are sub-standard. The sparse development and rural character of the Area lessens the impact of these structures on the overall environment. If zoning and minimum housing codes are adopted and soundly enforced these structures should gradually be corrected or condemned.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	49	0	0	0	1	0	2	52
SUB-STANDARD REHABILITATE	23	0	0	0	0	0	2	25
SUB-STANDARD DILAPIDATED	19	0	0	0	0	0	0	19
TOTALS	91	0	0	0	1	0	4	96

RESIDENTIAL STRUCTURES: 91 NON-RESIDENTIAL STRUCTURES: 5

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	53.8 %	54.2 %
SUB-STANDARD REHABILITATE	25.3 %	26.0 %
SUB-STANDARD DILAPIDATED	20.9 %	19.8 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	49	0	49	53.8
SUB-STANDARD REHABILITATE	23	0	23	25.3
SUB-STANDARD DILAPIDATED	19	0	19	20.9

LIVING IN SUB-STANDARD HOUSING: 46.2 %

* Census information on owner occupancy, housing value and contract rent not available for this Study Area.

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 19

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	4		UNDER 6 -	5	
2 -	2		6-13 -	14	
3 -	1		14-17 -	8	
4 -	7		18-19 -	4	
5 -	2		20-29 -	2	
6 -			30-39 -	16	
7 -	1		40-59 -	17	
8 OR MORE -	2		60 & OVER -	9	
TOTAL	19		TOTAL	74	

AVERAGE FAMILY SIZE: WHITE 3.89 NON-WHITE 0
OVERALL AVERAGE FAMILY SIZE: 3.89

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000	1		AGRICULTURE		
$1,000 - $2,000	1		UNSKILLED	4	
$2,000 - $3,000	6		SEMI-SKILLED	7	
$3,000 - $4,000	1		SKILLED	2	
$4,000 - $5,000	3		PROFESSIONAL		
OVER - $5,000	4				

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,311	
AVERAGE INCOME, FAMILY:	$4,077	
PER CAPITA INCOME:	$ 912	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	6	
RECEIVING WELFARE:	1	

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	6		$25 OR LESS -	3	
OWNER OCCUPIED -	13		$25 TO $34 -		
AVERAGE MONTHLY RENTAL-			$35 TO $44 -	1	
			$45 TO $54 -	2	
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $29.16

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.8	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	5	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 26.3%

IMPACT FEATURES

No impact features are located in Study Area 16.

BLIGHTING FACTORS

- - lack of zoning controls, subdivision regulations, and housing codes.
- - large number of sub-standard structures scattered throughout the Area.

- - mixed land uses in the southwest along Emma Road.

- - uncontrolled outside storage and undesirable accessory buildings throughout the Area.

- - dangerous intersections and poorly designed roads.

- - poor site and structural maintenance, especially in the southwest along Emma Road.

- - inadequate buffer treatment between residential and industrial uses in the southern part of the Area.

RECOMMENDED RENEWAL TREATMENT

Development planning and regulation is the treatment recommended for Study Area 16. Existing conditions in this Area are heavily blighted but the percent of developed land is too small and too scattered to justify any type of rehabilitation or redevelopment action. The adoption of pertinent planning and housing ordinances and the strict enforcement of such regulations should be sufficient to upgrade the Area. This action should be complimented with detailed plans for street and land use development. Rehabilitation treatment is recommended for a small section at the junction of Emma Road and North Louisiana. This small section is part of a larger rehabilitation treatment proposal which extends throughout the southern part of Study Area 31.

STUDY AREA 17

Study Area 17 is bound by the French Broad River on the north and east, by Pearson Bridge Road on the south and by Gorman Bridge Road on the west. It is a relatively undeveloped rural section which has started to experience new residential growth in recent years. Improved roads and completion of a proposed Municipal Golf Course could rapidly accelerate growth in this Study Area.

LAND USE

Only 25 percent of the land in Study Area 17 is developed. The developed land is largely in single-family residential use with all other use categories either non-existent or insignificant. The only concentration of residential development is in the south. This residential development is of a rural character except for the Richmond Hill Subdivision, a recently developed area of moderately priced homes.

Outside storage in the residential sections is the only significant land use problem in Area 17. This problem is worse in the Ridge Road - McIntyre Road section than in any other part of the Neighborhood Analysis Planning Area. The storage consists almost entirely of abandoned automobiles which are located in front yards, side yards, and along the edge of street right-of-ways. The incorporated part of the area, primarily Richmond Hill, does not contain uncontrolled outside storage.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	105	11.9	47.7
SINGLE FAMILY	105	11.9	47.7
MULTI-FAMILY	-	-	-
COMMERCIAL	1	.1	.5
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	2	.2	1.1
STREETS	33	3.7	14.8
RAILWAY	29	3.3	13.4
WATER	49	5.6	22.5
VACANT LAND	656	75.0	-
TOTAL ACRES	875	100	100

PERCENT DEVELOPED LAND: 25
STRUCTURES PER RESIDENTIAL ACRE: 2.3
HOUSING UNITS PER RESIDENTIAL ACRE: 2.3

ZONING

Only that part of Study Area 17 which is within the City of Asheville is zoned. This zoned section consists of the Richmond Hill Subdivision, and a small corridor, leading to it from the east. This land is zoned RA-6 Residential. It is recommended that zoning controls be adopted for the entire Study Area either through the extension of extra-territorial jurisdiction by the City of Asheville or the adoption of county zoning. The need for such zoning is especially critical in view of the proposed Municipal Golf Course and the residential development which will be generated by this facility.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	—
RA- 5 RESIDENTIAL	19.75
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	856.00

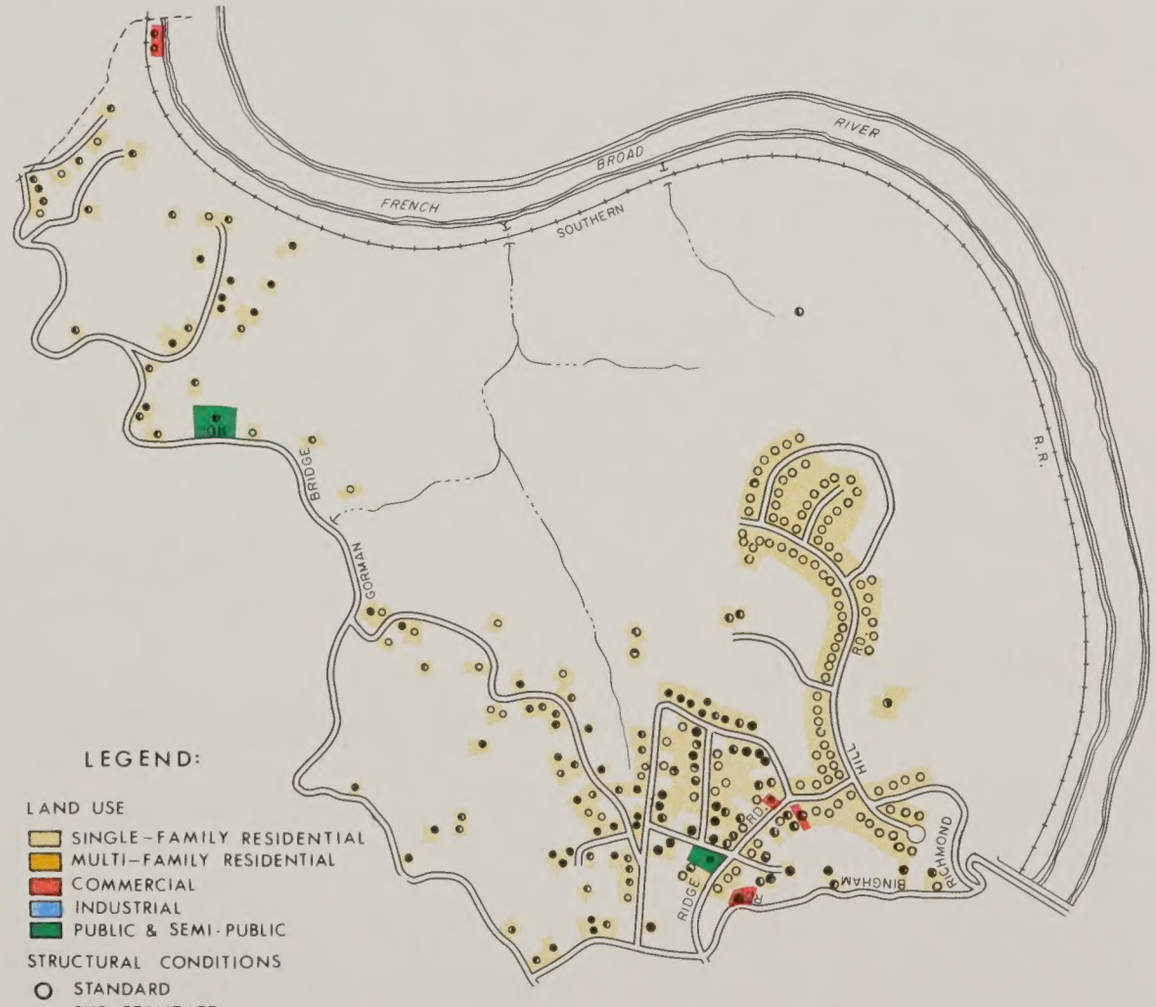
POPULATION

An all-white population of 723 people is found in Study Area 17. The Area could contain a potential population of 3,462 people assuming full development of all potential residential land at the Richmond Hill Subdivision density of 3.1 units per residential acre. This assumption does not include the acreage to be used for the proposed golf course.

STREETS

Streets within the study area are in very bad condition. Most are rural type roads which are too narrow and are badly in need of realignment. The only adequate streets are those found within the Richmond Hill Subdivision. Pearson Bridge Road is the major collector street for the area. This facility should be realigned and improved to provide better access to the area from the east. Future plans should give careful consideration to the need for a major collector street providing access into the central portions of the Area. Especially important to future growth is the need to adopt county subdivision controls throughout the Area. Unpaved streets are not a major problem and should easily be eliminated by future development.

LAND USE and
STRUCTURAL CONDITIONS



FUTURE LAND DEVELOPMENT

Future land development in Study Area 17 will be for moderately priced, single-family residencial use. And this type of development could take place at a rapid pace upon the completion of the proposed golf course and the improvement of access roads into the Area. Most of the vacant land is well suited for residential development and could lend itself to very attractive subdivision site designs. Future development plans should consider beautification measures along the French Broad River which forms the Study Area's eastern boundary.

STRUCTURAL CONDITIONS

Approximately 50 percent of the structures located in Area 17 are sub-standard. Most of these structures are concentrated in the Ridge Road section in the southern part of the Area. Sub-standard structures in the remainder of the Area are too scattered to adversely effect environmental conditions and should gradually be eliminated as growth occurs. However, adoption of county housing and building codes is needed to assure their eventual elimination.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	124	0	0	0	0	0	0	124
SUB-STANDARD REHABILITATE	68	0	0	0	2	1	1	72
SUB-STANDARD DILAPIDATED	54	0	0	0	0	1	0	55
TOTALS	246	0	0	0	2	2	1	251

RESIDENTIAL STRUCTURES: 246 NON-RESIDENTIAL STRUCTURES: 5

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	50.4 %	49.4 %
SUB-STANDARD REHABILITATE	27.6 %	28.7 %
SUB-STANDARD DILAPIDATED	22.0 %	21.9 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	124	0	124	50.4
SUB-STANDARD REHABILITATE	68	0	68	27.6
SUB-STANDARD DILAPIDATED	54	0	54	22.0

LIVING IN SUB-STANDARD HOUSING: 49.6 %

OWNER OCCUPIED: 100 % RENTER OCCUPIED:

AVERAGE VALUE: $ 12,000 AVERAGE RENT:

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 22

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	1		UNDER 6 -	8	
2 -	4		6-13 -	17	
3 -	3		14-17 -	17	
4 -	3		18-19 -	3	
5 -	8		20-29 -	8	
6 -	1		30-39 -	10	
7 -	2		40-59 -	19	
8 OR MORE -			60 & OVER -	8	
TOTAL	22		TOTAL	90	

AVERAGE FAMILY SIZE: WHITE 4.09 NON-WHITE 0

OVERALL AVERAGE FAMILY SIZE: 4.09

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000	4		UNSKILLED	7	
$2,000 - $3,000	3		SEMI-SKILLED	10	
$3,000 - $4,000	3		SKILLED	1	
$4,000 - $5,000	4		PROFESSIONAL		
OVER - $5,000	5				

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,116	
AVERAGE INCOME, FAMILY:	$3,989	
PER CAPITA INCOME:	$ 891	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	6	
RECEIVING WELFARE:	1	

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	4		$25 OR LESS -	3	
OWNER OCCUPIED -	18		$25 TO $34 -		
AVERAGE MONTHLY RENTAL - $18.75			$35 TO $44 -	1	
			$45 TO $54 -		
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $81.75

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.87	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	6	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 27.3%

IMPACT FEATURES

Proposed Municipal Golf Course

An 18 hole public golf course is proposed for construction by the City of Asheville on 180 acres in the northeast part of Study Area 17. This facility will enhance the Area's desirability for residential development. Also it will exert a positive influence on the type of residential development and should cause the displacement of scattered sub-standard structures because of increased land values.

BLIGHTING FACTORS

- - lack of planning controls such as zoning, subdivision regulations and housing codes in the unincorporated sections.

- - large number of sub-standard structures, including one large concentration in the Ridge Road section.

- - excessive amount of outside storage, especially abandoned automobiles in the southern part of the Area.

- - very bad road system throughout the Study Area with a large number of extremely dangerous, narrow, and poorly aligned roads.

- - poor site and structural maintenance throughout the Area.

- - lack of adequate recreational facilities.

RECOMMENDED RENEWAL TREATMENT

Federally sponsored rehabilitation project action is recommended for the Ridge Road section in the south and in the southwest portion of the Area. If rehabilitation project action is not undertaken in this section, clearance action will be inevitable in the future. Development planning and regulation is the treatment needed for the remainder of the Area with intense code enforcement necessary in the extreme northwest. The success of blight prevention measures will depend very heavily upon the adoption of proper planning controls throughout the unincorporated sections. Area 17 could become one of the Metropolitan Area's most desirable residential sections assuming the necessary planning controls are adopted, needed access roads are constructed and improved, the Ridge Road section is upgraded and the proposed golf course becomes a reality.

STUDY AREA 29

Study Area 29 is bound on the north by Smith Mill Creek, County Home Road and New Leicester Highway, on the east by the Southern Railroad, on the south by a series of small streams, and on the west by Pisgah View Road. It is an Area of attractive gently rolling hills which is used primarily for single family residences. A considerable amount of new residential construction has taken place in the Area during the past 10 years and the next decade should experience an even greater increase of such construction.

LAND USE

Study Area 29 is predominantly in single family residential use. Commercial land use is limited to a few activities along the Southern Railroad and New Leicester Highway, except for the scattered location of small neighborhood grocery stores throughout the Area. Two industrial operations are located within residential sections and one industrial establishment is located along the Southern Railway in the northeast.

Problems of mixed land use and inadequate buffer treatment are found on Johnson School Road in the vicinity of the small industrial operation located east of Johnston School, in the southeast corner of the Area, and around the five small grocery store operations. Uncontrolled outside storage is found at various locations throughout the Study Area, but is not a significant problem in most of the residential sections. A very poorly designed, overcrowded and unattractive trailer park is located immediately east of Johnston School.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	260	27.6	70.7
SINGLE FAMILY	260	27.6	70.7
MULTI-FAMILY	-	-	-
COMMERCIAL	7	.8	2.0
INDUSTRIAL	8	.9	2.2
PUBLIC & SEMI-PUBLIC	10	1.1	2.7
STREETS	71	7.5	19.2
RAILWAY	12	1.2	3.2
WATER	-	-	-
VACANT LAND	573	60.9	-
TOTAL ACRES	941	100	100

PERCENT DEVELOPED LAND: 39.1
STRUCTURES PER RESIDENTIAL ACRE: 2.6
HOUSING UNITS PER RESIDENTIAL ACRE: 2.6

ZONING

Approximately 70% of Study Area 29 is zoned and no critical zoning problems exist. However, consideration might be given to the inclusion of appropriate buffering provisions in the commercial zones in order to afford protection to nearby residences. The unzoned unincorporated portions of the Area are generally undeveloped. These areas should be zoned through the adoption of extra-territorial zoning by the City of Asheville to assure proper controls prior to development.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	642.08
RA- 5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	11.48
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	66.35
INDUSTRIAL	—
UNZONED	220.86

POPULATION

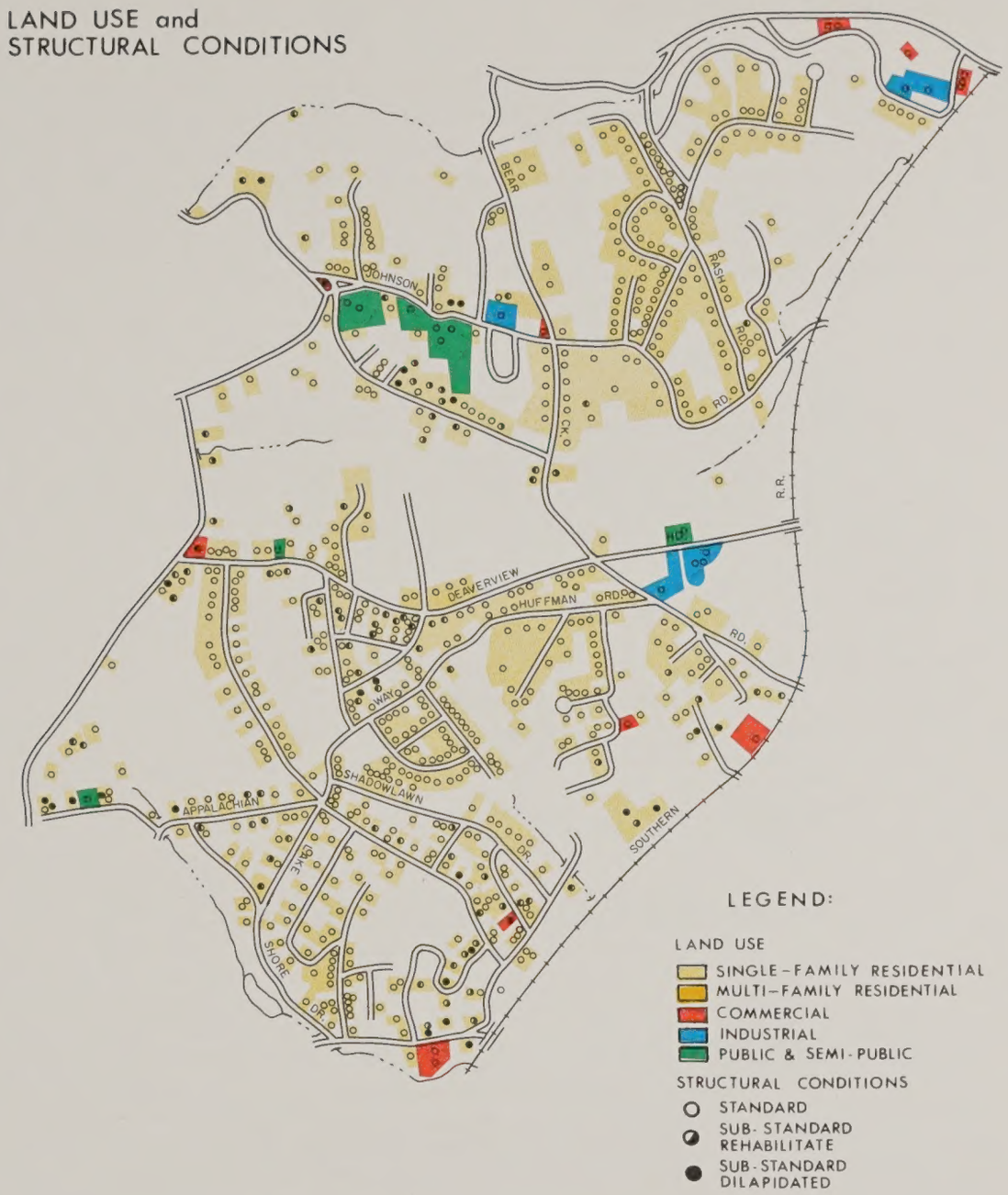
2,074 people now reside in Study Area 29. An ultimate population of 3,097 is possible when all of the suitable residential land is developed. This estimate is based on a continuation of the existing residential density, and allows for the possibility of commercial development along New Leicester Highway and light industrial development along the Southern Railroad.

STREETS

Johnson School Road and Deaverview Road are the major collectors of traffic within the Area. Each is too narrow and in need of widening and major improvements to effectively function as major collector streets. Minor residential streets are generally narrow, poorly designed, and contain a number of curves and grades with inadequate sight distances. The residential street pattern provides adequate east-west access but is lacking in proper north-south access.

The Area's major collector streets should be improved and widened and careful planning should be devoted to future minor streets to assure a continuity in the traffic circulation pattern. This is especially true regarding north-south access through the Area and east-west access through the southern part.

LAND USE and STRUCTURAL CONDITIONS



FUTURE LAND DEVELOPMENT

Single family residential will continue to be the major use of land in Study Area 29. A considerable amount of residential growth has occured in recent years, and this growth should continue at a relatively rapid rate. Additional commercial use is likely along New Leicester Highway and industrial use is likely along the Southern Railway. This type of development can be appropriate for these locations provided adequate measures are taken to assure proper buffering between such activities and adjacent residences.

STRUCTURAL CONDITIONS

Only 15 percent of the Area's structures are sub-standard. These sub-standard structures are not a critical problem; however, five small concentrations or clusters of bad housing do exist and should be subjected to intense code enforcement efforts. The Area's housing is either lower priced, older but well maintained homes or moderately priced, recently constructed residences.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	563	0	0	0	7	9	9	588
SUB-STANDARD REHABILITATE	83	0	0	0	1	3	0	87
SUB-STANDARD DILAPIDATED	24	0	0	0	0	0	0	24
TOTALS	670	0	0	0	8	12	9	699

RESIDENTIAL STRUCTURES: 670 NON-RESIDENTIAL STRUCTURES: 29

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	84.0%	84.1%
SUB-STANDARD REHABILITATE	12.4%	12.5%
SUB-STANDARD DILAPIDATED	3.6%	3.4%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	563	0	563	84.0
SUB-STANDARD REHABILITATE	83	0	83	12.4
SUB-STANDARD DILAPIDATED	24	0	24	3.6

LIVING IN SUB-STANDARD HOUSING: 16.0%

OWNER OCCUPIED: 50% RENTER OCCUPIED: 50%

AVERAGE VALUE: $ 9,269 AVERAGE RENT: $ 65.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 29

FAMILY SIZE:	WHITE	NON WHITE
1 -	1	
2 -	5	
3 -	7	
4 -	6	
5 -	1	
6 -	3	
7 -	1	
8 OR MORE -	2	
TOTAL	26	

AGE GROUP:	WHITE	NON WHITE
UNDER 6 -	12	
6-13 -	18	
14-17 -	9	
18-19 -	7	
20-29 -	10	
30-39 -	11	
40-59 -	16	
60 & OVER -	20	
TOTAL	103	

AVERAGE FAMILY SIZE: WHITE 3.96 NON-WHITE 0

OVERALL AVERAGE FAMILY SIZE: 3.96

FAMILY INCOME:	WHITE	NON WHITE
UNDER - $1,000	1	
$1,000 - $2,000	4	
$2,000 - $3,000	1	
$3,000 - $4,000	7	
$4,000 - $5,000	3	
OVER - $5,000	3	

OCCUPATION:	WHITE	NON WHITE
AGRICULTURE		
UNSKILLED	5	
SEMI-SKILLED	9	
SKILLED	4	
PROFESSIONAL		

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,280	
AVERAGE INCOME, FAMILY:	$3,774	
PER CAPITA INCOME:	$ 687	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	13	
RECEIVING WELFARE:	2	

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	9	
OWNER OCCUPIED -	17	

AVERAGE MONTHLY RENTAL - $34.44

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -	1	
$25 TO $34 -	2	
$35 TO $44 -	6	
$45 TO $54 -		
$55 TO $65 -		
$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $34.44

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.74	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	4	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 15.4%

IMPACT FEATURES

No significant impact features are located within the Area.

BLIGHTING FACTORS

- - unsightly and poorly designed trailer park on Johnson School Road.

- - lack of zoning controls, subdivision regulations and housing codes in the unincorporated sections.

- - inadequate traffic circulation pattern and a large number of streets which are too narrow, badly aligned and contain numerous dangerous curves and sight distances.

- - mixed land use in the southeast corner of the Area.

- - inadequate buffer protection between commercial and industrial uses and adjacent residences. This is especially critical on Johnson School Road where the small industrial operation is located.

- - inadequate playground facilities

- - outside storage and abandoned automobiles at scattered locations throughout the Area.

- - several small pockets of substandard housing.

RECOMMENDED RENEWAL TREATMENT

Conservation treatment combined with strong code enforcement programs should be sufficient for Study Area 29. The five small clusters of sub-standard housing are recommended for intense code enforcement efforts. Zoning controls, subdivision regulations, and housing code enforcement should be adopted in the unincorporated sections. These efforts when complemented by improved collector streets and an improved minor residential street system should enable Area 29 to maintain itself as a desirable and environmentally sound section for moderately priced residential dwellings.

STUDY AREA 30

Study Area 30 is a small, relatively rural section of the Northwest Unit. It is bound on the north by ridge lines, on the east by Dryman Mountain Road, on the south by the Southern Railway, and on the west by Old County Home Road and New Leicester Highway.

LAND USE

Single family residences make up the major use of land in Study Area 30. A significant amount of land is in public use because of the large acreage occupied by the Elida Home for Children, which is located in the north. No significant land use problems are found in the Area.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	77	10.9	44.3
SINGLE FAMILY	77	10.9	44.3
MULTI-FAMILY	-	-	-
COMMERCIAL	4	.5	2.2
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	54	7.7	31.4
STREETS	37	5.5	21.1
RAILWAY	2	.2	1.0
WATER	-	-	-
VACANT LAND	534	75.5	-
TOTAL ACRES	708	100	100

PERCENT DEVELOPED LAND: 24.5
STRUCTURES PER RESIDENTIAL ACRE: 2.2
HOUSING UNITS PER RESIDENTIAL ACRE: 2.2

ZONING

Those sections of Area 30 which are within the City of Asheville are adequately zoned; however, no zoning controls exist in the unincorporated sections. Zoning controls should be extended to the unincorporated areas through the extension of extra-territorial zoning by the City of Asheville or by the adoption of county zoning.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	36.05
RA- 5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	301.69
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	21.58
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	348.83

POPULATION

A small, all-white population of 533 people is found in Study Area 30. The area could house a population of 2,455 if all land suitable for residential use were developed. This assumption is based on the continued ownership of large acreage by Elida Home and a density of 3.1 units per residential acre which compares to moderately priced residential subdivisions recently developed in this part of the Metropolitan Area.

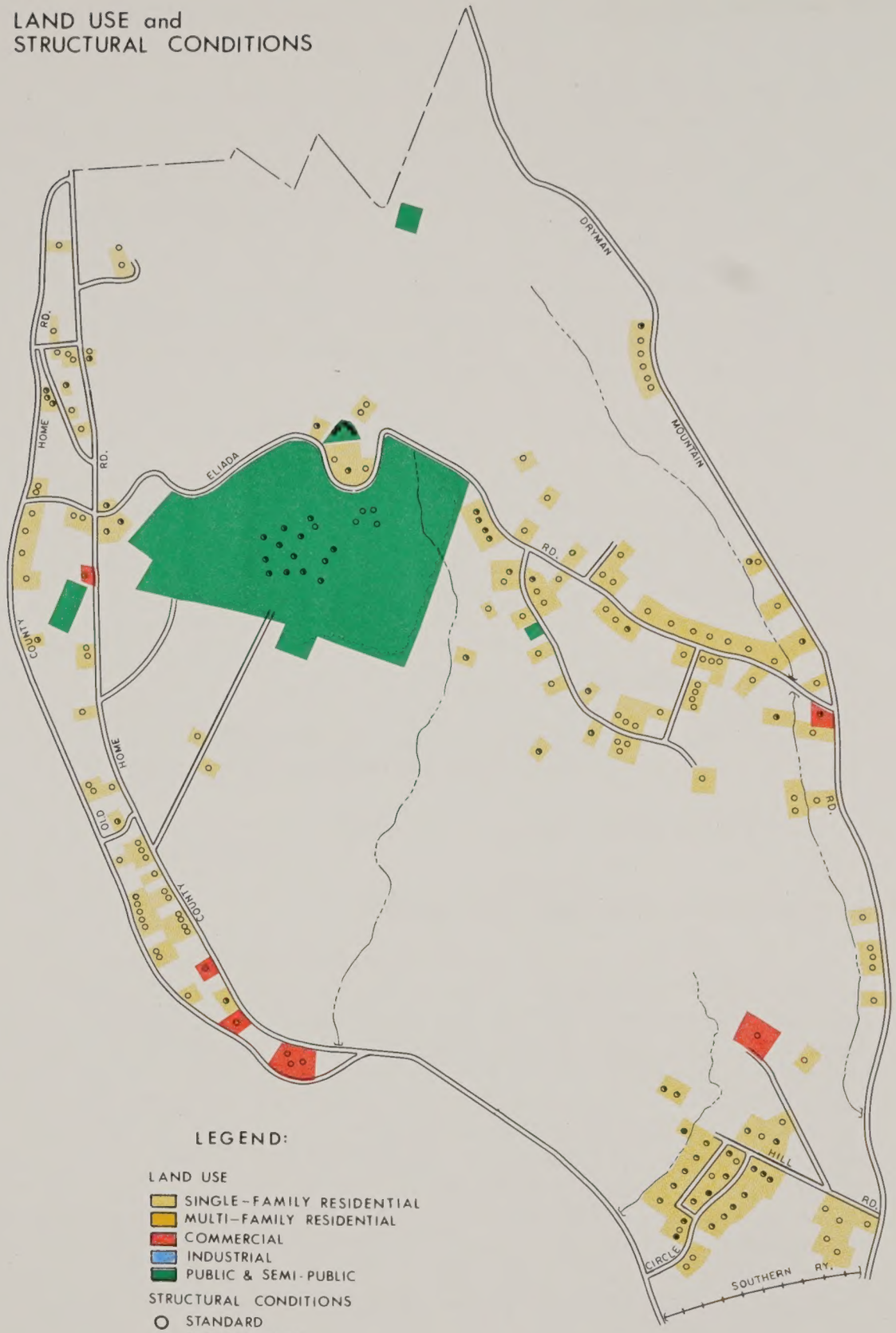
STREETS

New Leicester Highway and Dryman Mountain Road are the major collectors of traffic for Study Area 30. Both are adequate to effectively handle the existing traffic needs and both are in good condition. Minor streets within the Area are generally narrow, poorly aligned and contain a number of dangerous curves and intersections. Unpaved streets do not constitute a blighting problem and will be corrected by future growth.

FUTURE LAND DEVELOPMENT

Single family residences will continue to be the predominant use of land in Study Area 30. Future residential growth will not take place at a very rapid rate until such time as other more desirable lands are developed. Some commercial development will continue along New Leicester Highway; however, such development should be very carefully controlled in order to protect adjacent residential lands and the traffic carrying capacity of this major street.

LAND USE and
STRUCTURAL CONDITIONS



STRUCTURAL CONDITIONS

One small concentration of sub-standard structures is located in the south of Study Area 30. Structural conditions are not a problem in the remainder of the Area.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	120	0	0	0	5	7	0	132
SUB-STANDARD REHABILITATE	48	0	0	0	13	1	0	62
SUB-STANDARD DILAPIDATED	4	0	0	0	5	0	0	9
TOTALS	172	0	0	0	23	8	0	203

RESIDENTIAL STRUCTURES: 172 NON-RESIDENTIAL STRUCTURES: 31

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	69.8 %	65.0 %
SUB-STANDARD REHABILITATE	27.9 %	30.6 %
SUB-STANDARD DILAPIDATED	2.3 %	4.4 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	120	0	120	69.8
SUB-STANDARD REHABILITATE	48	0	48	27.9
SUB-STANDARD DILAPIDATED	4	0	4	2.3

LIVING IN SUB-STANDARD HOUSING: 30.2 %

OWNER OCCUPIED: 51 % RENTER OCCUPIED: 49 %

AVERAGE VALUE: $ 9,000 AVERAGE RENT: $ 78.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 11

FAMILY SIZE:	WHITE	NON WHITE
1 -		
2 -	3	
3 -	2	
4 -	3	
5 -		
6 -	1	
7 -	2	
8 OR MORE -		
TOTAL	11	

AGE GROUP:	WHITE	NON WHITE
UNDER 6 -	8	
6-13 -	10	
14-17 -	2	
18-19 -	2	
20-29 -	5	
30-39 -	6	
40-59 -	8	
60 & OVER -	3	
TOTAL	44	

AVERAGE FAMILY SIZE: WHITE 4 NON-WHITE 0

OVERALL AVERAGE FAMILY SIZE: 4

FAMILY INCOME:	WHITE	NON WHITE
UNDER - $1,000		
$1,000 - $2,000	1	
$2,000 - $3,000	2	
$3,000 - $4,000	1	
$4,000 - $5,000	1	
OVER - $5,000	3	

OCCUPATION:	WHITE	NON WHITE
AGRICULTURE		
UNSKILLED		
SEMI-SKILLED	6	
SKILLED	2	
PROFESSIONAL		

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,564	
AVERAGE INCOME, FAMILY:	$4,447	
PER CAPITA INCOME:	$ 961	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	2	
RECEIVING WELFARE:	1	

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	6	
OWNER OCCUPIED -	5	

AVERAGE MONTHLY RENTAL - $55.00

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -		
$25 TO $34 -	1	
$35 TO $44 -		
$45 TO $54 -	1	
$55 TO $65 -	2	
$65 OR MORE -	2	

OVERALL AVERAGE MONTHLY RENTAL: $55.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.8	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	3	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 27.3%

IMPACT FEATURES

Study Area 30 contains no significant impact features.

BLIGHTING FACTORS

- - lack of zoning controls, subdivision regulations, and housing codes in the unincorporated sections.

- - sub-standard structures scattered throughout the Area with one small concentration in the south.

- - poorly designed and dangerous minor streets.

- - outside storage at scattered locations in the residential sections.

- - unattractive appearance and sub-standard structural condition of the Elida Home buildings.

- - inadequate buffer protection between residential and commercial uses along New Leicester Highway.

RECOMMENDED RENEWAL TREATMENT

Development planning and regulation is the only treatment needed in Study Area 30. An intense code enforcement program for the small cluster of sub-standard housing in the south, the adoption of proper planning controls in the unincorporated sections and intelligently planned future growth should assure a sound future environment for Area 30.

STUDY AREA 31

Single-family residences at scattered locations along a small number of rural type roads characterizes Study Area 31. This largely undeveloped area is bound on the north by Gorman Bridge Road, on the east by North Louisiana Road, on the south by Emma Road, and on the west by Dryman Mountain Road.

LAND USE

Single family residential is the predominant use of land in Area 31. Commercial use consists of the Asheville Air Park, a private airstrip for small craft, and a small number of commercial establishments in the southeast.

Outside storage in the residential sections is the most critical land use problem in Area 31. This condition is found throughout with abandoned automobiles being the major item of storage. Mixed commercial and residential usage is a blighting influence in the southeast at the junction of Emma Road and North Louisiana.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	108.0	15.10	55.10
SINGLE FAMILY	108.0	15.10	55.10
MULTI-FAMILY	-	-	-
COMMERCIAL	13.0	1.88	6.80
INDUSTRIAL	.5	.07	.30
PUBLIC & SEMI-PUBLIC	27.0	3.81	13.90
STREETS	44.0	6.10	22.50
RAILWAY	3.0	.41	1.50
WATER	-	-	-
VACANT LAND	522.0	72.60	-
TOTAL ACRES	717.5	100	100

PERCENT DEVELOPED LAND: 27.40
STRUCTURES PER RESIDENTIAL ACRE: 2.5
HOUSING UNITS PER RESIDENTIAL ACRE: 2.5

ZONING

A very small section, 2.75 acres, of Study Area 31 is zoned. Zoning controls are strongly recommended through the extension of extra-territorial zoning jurisdiction by the City of Asheville and the adoption of county zoning.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	2.75
RA- 5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	715.08

POPULATION

Study Area 31 contains an all-white population of 859 people. An ultimate population of 4,371 people is possible assuming full development of lands suitable for residential use. This assumption is based on a density of 3.1 units per residential acre for all but the land with steep slopes. A density of one unit per acre was used to arrive at the population potential of the more rugged vacant land.

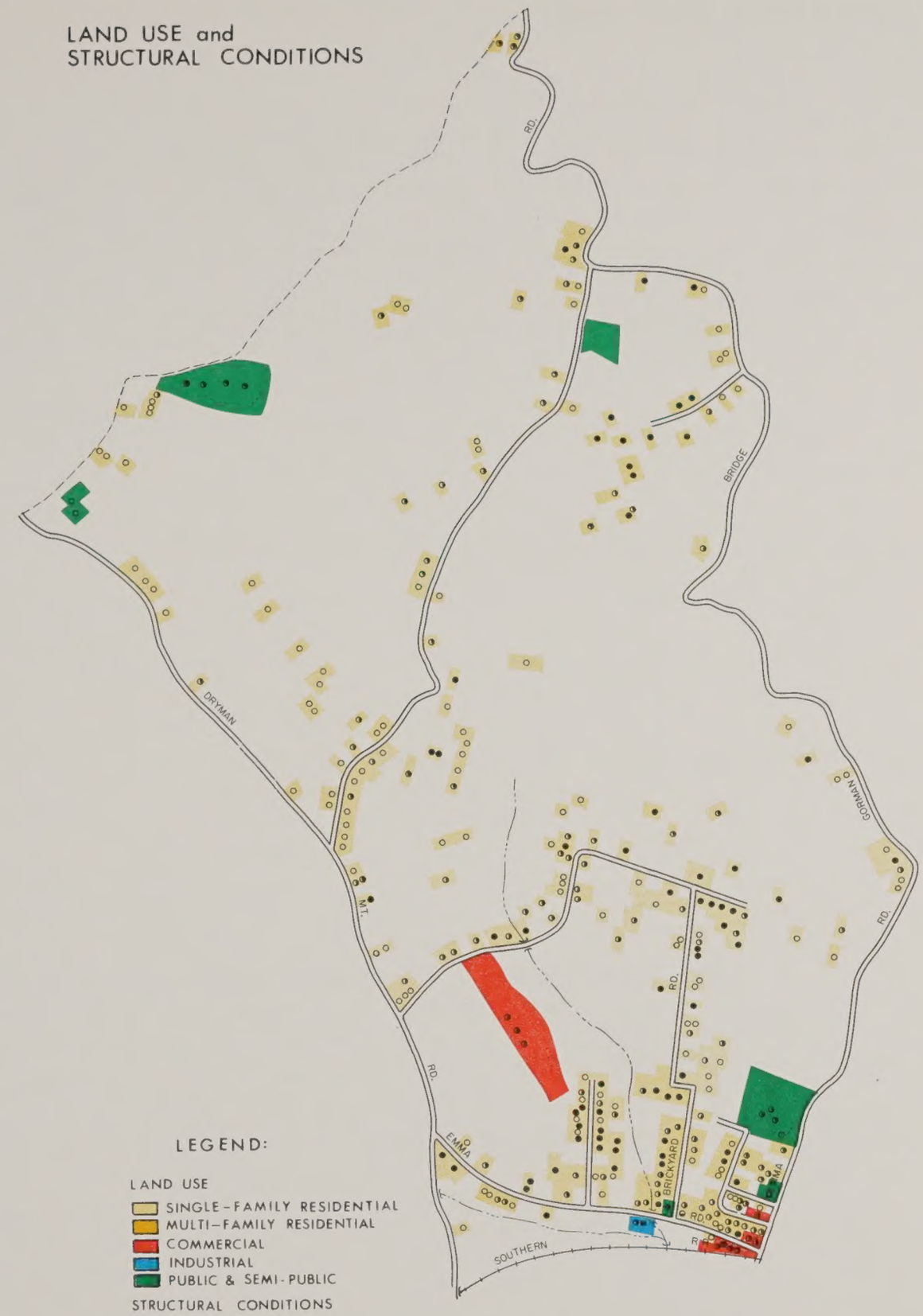
STREETS

Gorman Bridge Road, Dryman Mountain Road, and Emma Road serve as major collectors of Area 31's traffic. Each is a two lane paved rural road which is adequate for present traffic needs, but each would need improvements to effectively handle additional traffic. Minor streets within the area are generally very narrow, very poorly aligned, and do not provide effective traffic circulation. Extension of subdivision controls throughout Area 31 will be necessary to assure an orderly street pattern and proper street design and construction in the future.

FUTURE LAND DEVELOPMENT

Study Area 31 is not likely to experience rapid growth during future years because of the large amount of substandard housing which is scattered throughout and because of the locational pattern of this housing which restricts the development of large tracts. Light industrial and wholesale use is possible in the south between the Southern Railway and Emma Road, and such use is possible on the property now occupied by the Asheville Air Park and the land immediately south of the airstrip. Moderately priced single family residential development will occupy the remainder of the Area. The adoption of proper planning controls and better access roads from the south and east will be necessary to generate development in Study Area 31.

LAND USE and
STRUCTURAL CONDITIONS



STRUCTURAL CONDITIONS

Over 60% of Study Area 31's structures were rated sub-standard. Sparse development, scattered locations, and the large amount of open land tend to lessen the impact of this blighting condition on the environment. If these structures were clustered together, the Area, of course, would be an acute residential slum. The adoption of county building and housing codes and the proper supervision and administration of such codes is badly needed to alleviate this problem.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	104	0	0	0	4	1	0	109
SUB-STANDARD REHABILITATE	102	0	0	0	8	6	2	118
SUB-STANDARD DILAPIDATED	71	0	0	0	0	1	0	72
TOTALS	277	0	0	0	12	8	2	299

RESIDENTIAL STRUCTURES: 277 NON-RESIDENTIAL STRUCTURES: 22

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	37.5 %	36.5 %
SUB-STANDARD REHABILITATE	36.9 %	39.5 %
SUB-STANDARD DILAPIDATED	25.6 %	24.0 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	104	0	104	37.5
SUB-STANDARD REHABILITATE	102	0	102	36.9
SUB-STANDARD DILAPIDATED	71	0	71	25.6

LIVING IN SUB-STANDARD HOUSING: 62.5 %

* Census information on owner occupancy, housing value and contract rent not available for this Study Area.

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED:

FAMILY SIZE:	WHITE	NON WHITE
1 -	2	
2 -	7	
3 -	10	
4 -	5	
5 -	7	
6 -	2	
7 -	2	
8 OR MORE -	2	
TOTAL	37	

AGE GROUP:	WHITE	NON WHITE
UNDER 6 -	21	
6-13 -	23	
14-17 -	14	
18-19 -	5	
20-29 -	18	
30-39 -	14	
40-59 -	34	
60 & OVER -	15	
TOTAL	144	

AVERAGE FAMILY SIZE: WHITE 3.89 NON-WHITE 0
OVERALL AVERAGE FAMILY SIZE: 3.89

FAMILY INCOME:	WHITE	NON WHITE
UNDER - $1,000	3	
$1,000 - $2,000	4	
$2,000 - $3,000	8	
$3,000 - $4,000	6	
$4,000 - $5,000	6	
OVER - $5,000	5	

OCCUPATION:	WHITE	NON WHITE
AGRICULTURE	1	
UNSKILLED	12	
SEMI-SKILLED	14	
SKILLED	3	
PROFESSIONAL		

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,307	
AVERAGE INCOME, FAMILY:	$3,494	
PER CAPITA INCOME:	$ 840	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	7	
RECEIVING WELFARE:	2	

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	6	
OWNER OCCUPIED -	31	
AVERAGE MONTHLY RENTAL-	$19.16	

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -	5	
$25 TO $34 -	1	
$35 TO $44 -		
$45 TO $54 -		
$55 TO $65 -		
$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $19.16

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.87	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	7	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 18.9%

IMPACT FEATURES

No significant impact features are located in Study Area 31.

BLIGHTING FACTORS

- - lack of zoning controls, subdivision regulations, building codes, and housing codes.

- - extremely large percentage of sub-standard structures throughout the Area.

- - mixed land uses in the southeast at the junction of Emma Road and North Louisiana.

- - uncontrolled outside storage including the haphazard abandonment of automobiles throughout the residential sections.

- - poorly platted streets which are too narrow, poorly aligned, and in poor maintenance.

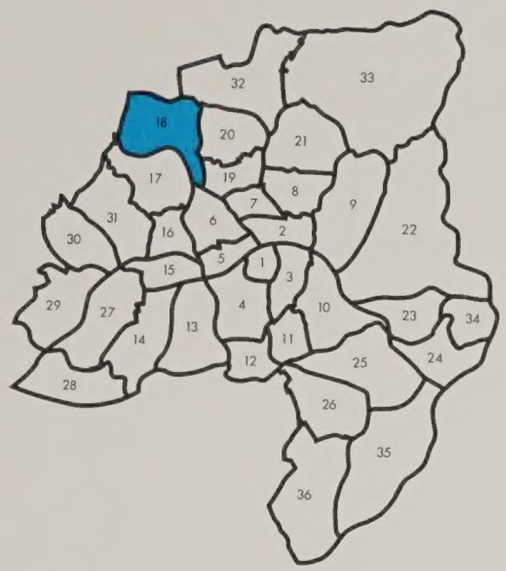
- - lack of proper site and building maintenance throughout the Area.

RECOMMENDED RENEWAL TREATMENT

Rehabilitation treatment is recommended for the southern portion of Study Area 31. The large percentage of sub-standard structures found throughout the Area would necessitate clearance and redevelopment action except for the sparse development and scattered location of these structures. Development is, however, dense enough to warrant rehabilitation treatment with intense code enforcement efforts in the southern portion. Development planning and regulation is the treatment recommended for the remainder of the Area. The most immediate need is for the adoption and enforcement of sound planning controls. This action should gradually eliminate existing blight and prevent the creation of future blight.

WOODFIN UNIT

STUDY AREA 18



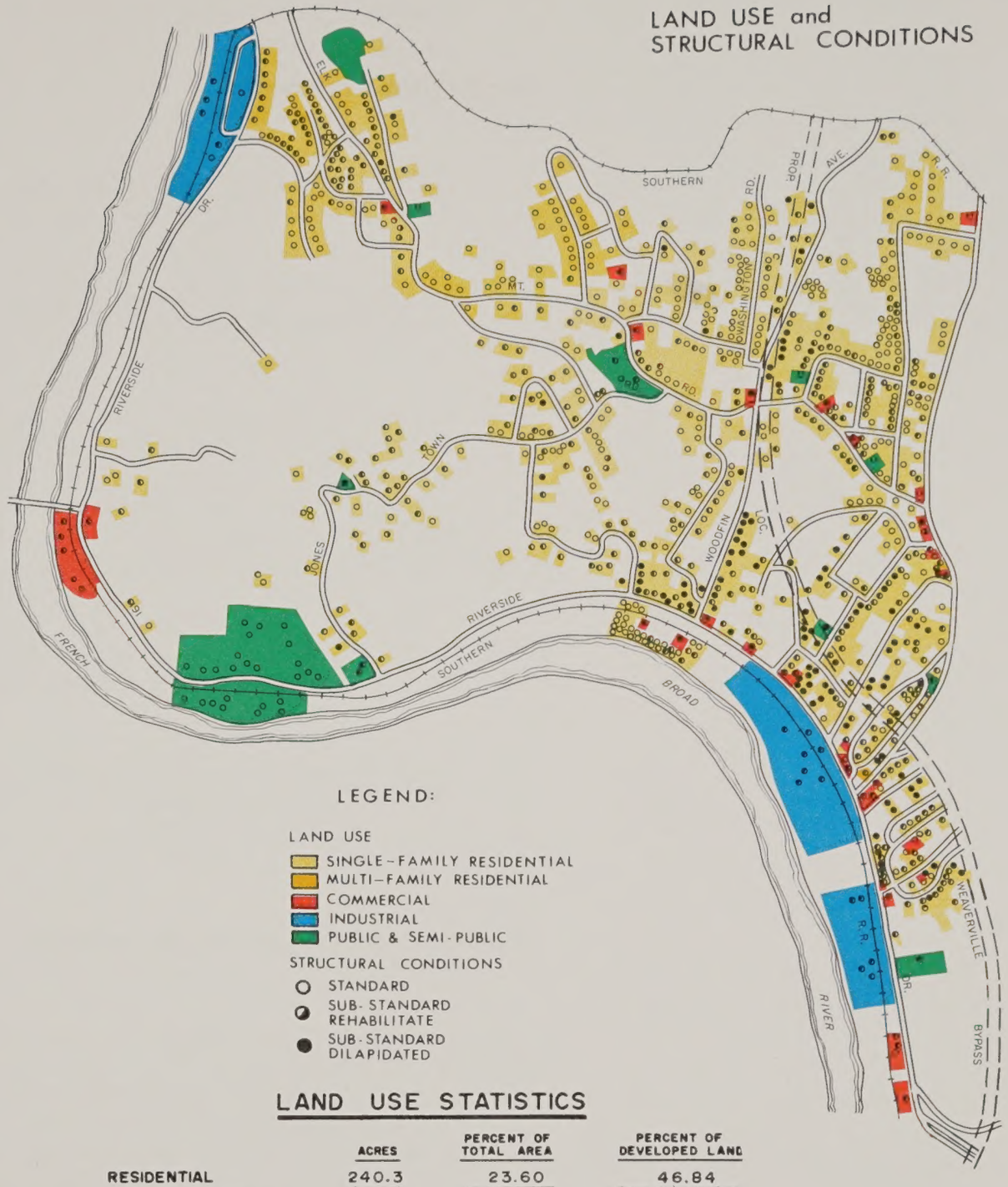
Study Area 18 comprises the entire Woodfin Unit. It is bound on the north by the Southern Railroad, on the east by Burnsville Hill Road and on the south and west by the French Broad River. Area 18, known locally as the Woodfin Community, is a substantially blighted unincorporated section of lower and moderately priced housing. Poor accessibility has retarded new growth in Woodfin, but the completion of the Weaverville Freeway, with ramps to the south and north and one interchange within the Study Area should alter development potentials, provided certain conditions are corrected.

LAND USE

Only 50 percent of Woodfin's 1018 acres are now developed with single family residences accounting for almost half of the developed land. Residential development is found throughout with the denser concentrations located in the east and north. Commercial and industrial development is generally located along the French Broad River and Riverside Drive in the south and west.

Land Use problems are very critical in the southeast part of Area 18. This section contains instances of mixed land use, a poorly designed trailer park and a complete lack of buffer treatment between industrial and commercial uses and adjacent residences. Uncontrolled outside storage is also a problem in this section and at scattered locations throughout the developed portions of the Study Area. The commercial activities at the junction of Lakeshore Drive and Burnsville Hill Road is an outstanding example of inappropriately located uses and their incompatibility with adjacent residences.

LAND USE and STRUCTURAL CONDITIONS



LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	240.3	23.60	46.84
SINGLE FAMILY	240.0	23.58	46.80
MULTI-FAMILY	.3	.02	.04
COMMERCIAL	15.0	1.50	2.49
INDUSTRIAL	44.7	4.40	8.74
PUBLIC & SEMI-PUBLIC	38.0	3.55	7.45
STREETS	77.0	7.58	15.01
RAILWAY	36.0	3.53	7.00
WATER	64.0	6.29	12.47
VACANT LAND	504.0	49.54	-
TOTAL ACRES	1019.0	100	100

PERCENT DEVELOPED LAND: 50.46
STRUCTURES PER RESIDENTIAL ACRE: 3.4
HOUSING UNITS PER RESIDENTIAL ACRE: 3.4

ZONING

No zoning controls presently exist in any part of Study Area 18. This lack of protection has been a major contributor to the high degree of blight located throughout the Area. The adoption of county zoning and extra-territorial zoning by the City of Asheville, where applicable, is recommended as a top priority need.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	—
RA- 5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	1,015.86

POPULATION

Study Area 18 contains an all-white population of 2,527. Woodfin has the potential to house an ultimate population of 6,076 people. This estimate assumes the redevelopment of all severely blighted areas and the full development of all suitable residential land at a density of 3.4 units per residential acre.

STREETS SYSTEM

Major Streets

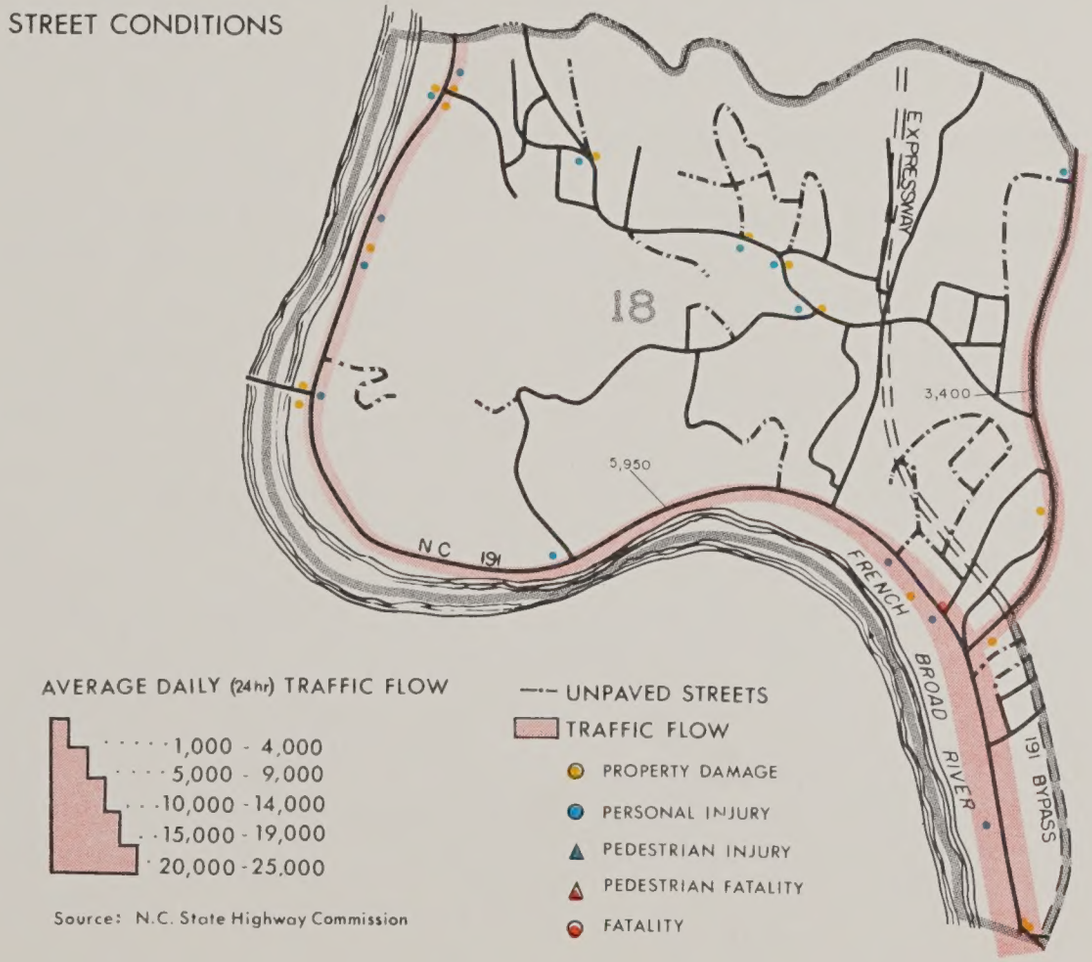
Riverside Drive- provides north-south access through the western part of Study Area 18 by following along the eastern bank of the French Broad River. Riverside Drive is the only major thoroughfare located within Woodfin. It presently serves as part of the north-south truck route through the Asheville Metropolitan Area. This function will be relieved by the Weaverville Freeway, but Riverside Drive will remain a major arterial serving the industrial development of the river valley.

Major Streets within the Woodfin Unit

Elkwood-Burnsville Hill Road - this facility runs from Riverside Drive to U.S. 25 and provides north-south access along the eastern boundary of Study Area 18. It serves as an alternate truck route between U.S. Routes 19, 23 from the north and south. Such movements will be diverted by the Weaverville Freeway which will relieve Burnsville Hill Road of all but local traffic. This two-lane facility is narrow and poorly aligned, and should be improved to adequately function as a local collector street.

Elk Mountain Road - serves as a major collector of traffic for the residential sections and provides east-west access through the Area. This facility is narrow, poorly aligned, and contains an excessive number of dangerous curves and intersections. It should be improved and realigned to adequately meet local traffic needs within Woodfin.

STREET CONDITIONS



Summary of Conditions

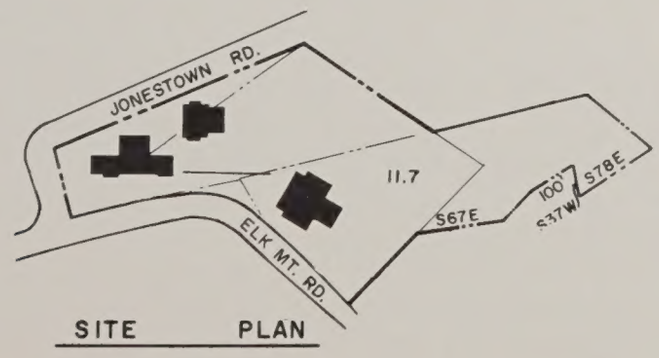
Woodfin's street system is inadequate to effectively handle present traffic needs; however, completion of the Weaverville Freeway will relieve Riverside Drive and Burnsville Hill Road of through long distance truck traffic and other long distance traffic. Nevertheless, each of these facilities should be improved and realigned to meet local traffic needs. Completion of the proposed intersection at the junction of Elk Mountain Road and the Weaverville Freeway will eliminate accessibility problems and encourage growth in Woodfin. To effectively meet this possibility, Elk Mountain Road should be widened, realigned, and improved throughout its length.

Minor streets within the study area are generally inadequate and contain narrow pavements, poor alignments and poor sight distances. In addition, they are not designed to provide a continuity to the internal traffic circulation. Necessary improvement should be made to these streets and county subdivision regulations should be adopted to assure good street design as future growth occurs.

COMMUNITY FACILITIES AND SERVICES

SCHOOLS

The Woodfin Unit is served by the Woodfin Elementary School and Erwin High School. The Woodfin Elementary School is centrally located within Study Area 18 and is within less than one mile distance of all residential sections. Erwin High School, located to the west of the Northwest Unit, is approximately a twenty minute drive from Area 18. Both schools are in the Buncombe County school system.



SITE PLAN

Woodfin Elementary School

Woodfin Elementary School is centrally located on a large but irregularly shaped site fronting on Elk Mountain Road in Study Area 18. The physical plant consists of three brick structures which are poorly situated on the site. One classroom building is very outdated, it contains no water or toilet facilities, and should be replaced; the other classroom building has been recently renovated and the third building is a recently constructed cafeteria.

Site Size:	21.1 acres
Condition of Structure:	Primary Building, Sub-standard Obsolete Other Buildings, Standard - Functional
Year Constructed:	Primary Building, 1927 Elementary Building, 1918 Cafeteria Building, 1960
Pupil Capacity:	525
Present Enrollment:	564
Playground:	inadequate
Environmental Setting:	fair

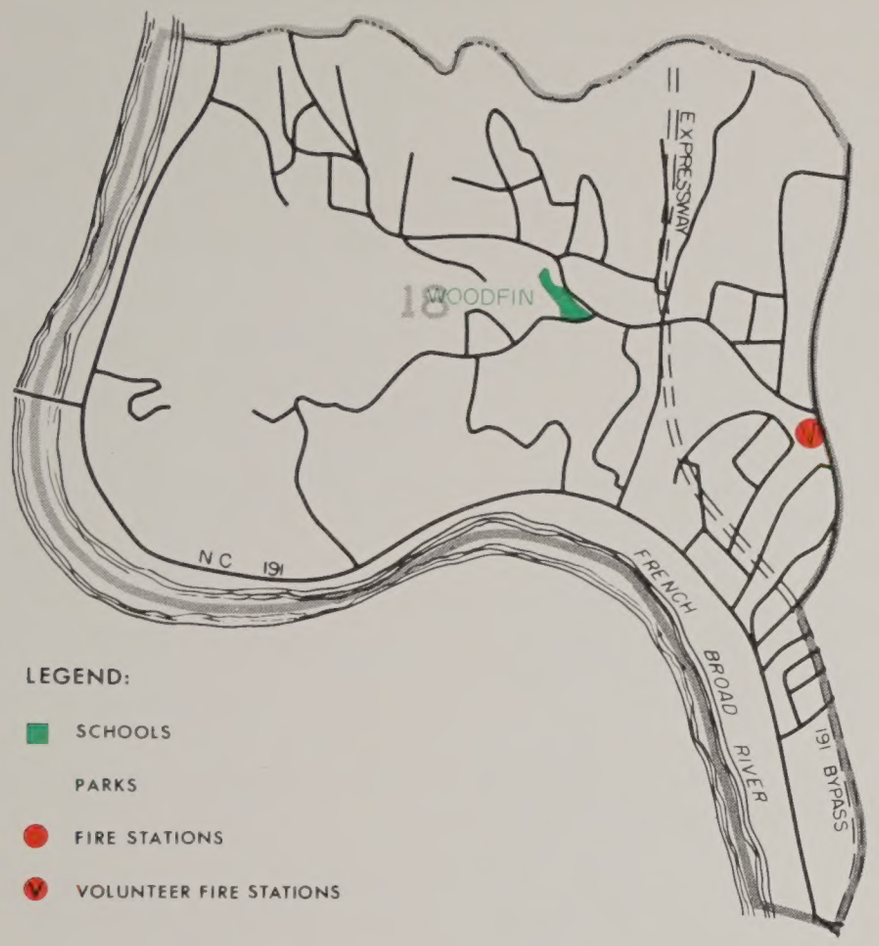
Existing Needs:

Classrooms:	2
Acreage:	0
Other:	primary building should be replaced additional space and improvements for playground.

RECREATION

The Woodfin School playground serves Study Area 18. This facility contains a ball diamond, basketball goals and a play area but is deficient in size and improvements. Needed improvements and additional space are recommended for the Woodfin School playground to provide adequate recreation space to Area 18. A community center is also recommended for location adjacent to the playground area.

COMMUNITY FACILITIES



FIRE PROTECTION

Adequate fire protection is afforded by the Woodfin Community Fire Department. The station, which is located at the intersection of Lakeshore Drive and Burnsville Hill Road, is within a 1½ mile radius of the entire Study Area. Three percent of the Planning Area's fires occured in the Woodfin Unit.

UTILITIES

Adequate utilities are provided throughout Study Area 18 by the Woodfin Sanitary Water and Sewer District. Service can easily be extended to undeveloped land as growth occurs.

FUTURE LAND DEVELOPMENT

Woodfin will maintain the present pattern of land development in future years. That is, industrial use along the French Broad River and Riverside Drive with the remainder of the Area in predominantly single family residential use. Completion of the Weaverville Freeway will encourage growth throughout Woodfin and will promote the possibility of commercial development at its intersection with Elk Mountain Road. The rate at which such growth occurs will depend upon how effectively blighting conditions are corrected. Residential growth in Area 18 will be moderately priced housing.

STRUCTURAL CONDITIONS

A high percentage of sub-standard structures are located throughout Study Area 18. Three concentrations exist where conditions are too advanced for any measures short of clearance and redevelopment to offer improvement. These sections are in the northeast, northwest and southeast. Throughout most of the remainder of the Area sub-standard structures exert a strong adverse influence because of their scattered locational pattern.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	358	0	0	0	27	6	3	394
SUB-STANDARD REHABILITATE	351	0	2	0	7	31	18	409
SUB-STANDARD DILAPIDATED	102	0	0	0	2	3	0	107
TOTALS	811	0	2	0	36	40	21	910

RESIDENTIAL STRUCTURES: 813 NON-RESIDENTIAL STRUCTURES: 97

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	44.0%	43.3%
SUB-STANDARD REHABILITATE	43.4%	44.9%
SUB-STANDARD DILAPIDATED	12.6%	11.8%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	358	0	358	43.9
SUB-STANDARD REHABILITATE	355	0	355	43.6
SUB-STANDARD DILAPIDATED	102	0	102	12.5

LIVING IN SUB-STANDARD HOUSING: 56.1%

* Census information on owner occupancy, housing value and contract rent not available for this Study Area.

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 74

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	11		UNDER 6 -	30	
2 -	19		6-13 -	44	
3 -	13		14-17 -	15	
4 -	14		18-19 -	9	
5 -	11		20-29 -	33	
6 -	4		30-39 -	26	
7 -	1		40-59 -	46	
8 OR MORE -	1		60 & OVER -	35	
TOTAL	74		TOTAL	238	

AVERAGE FAMILY SIZE: WHITE 3.21 NON-WHITE 0
OVERALL AVERAGE FAMILY SIZE: 3.21

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000	2		AGRICULTURE		
$1,000 - $2,000	8		UNSKILLED	22	
$2,000 - $3,000	16		SEMI-SKILLED	21	
$3,000 - $4,000	12		SKILLED	6	
$4,000 - $5,000	10		PROFESSIONAL		
OVER - $5,000	5				

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,150	
AVERAGE INCOME, FAMILY:	$3,532	
PER CAPITA INCOME:	$ 951	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	27	
RECEIVING WELFARE:	12	

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	27	
OWNER OCCUPIED -	47	
AVERAGE MONTHLY RENTAL - $29.35		

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -	13	
$25 TO $34 -	9	
$35 TO $44 -		
$45 TO $54 -		
$55 TO $65 -	1	
$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $29.35

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.71	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	19	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 25.7%

SOCIAL CONDITIONS

Although the Woodfin Unit is heavily blighted, social conditions are not a major problem. This can probably be attributed to the sparse development and rural atmosphere of the residential sections. Within the Neighborhood Analysis Planning Area, the Woodfin Unit accounts for:

1.8 PERCENT OF THE INFANT MORTALITY
2.5 PERCENT OF THE VENEREAL DISEASE CASES
4.0 PERCENT OF THE PUBLIC ASSISTANCE CASES

BLIGHTING FACTORS

- - high percentage of sub-standard structures with three intense concentrations in the southeast, northeast, and northwest.

- - poorly maintained sites and structures throughout the Area. This is especially true in the commercial and industrial sections.

- - uncontrolled outside storage in the southeast.

- - lack of zoning controls and housing codes throughout the Area.

- - lack of subdivision regulations in those sections which are more than one mile from the Asheville corporate limits.

- - an abundance of narrow, poorly aligned and dangerous minor streets.

- - complete lack of buffer treatment between residential uses and incompatible non-residential uses.

- - inadequate playground facilities

- - mixed land use problems in the southeast and along Riverside Drive.

- - flooding conditions along the French Broad River.

IMPACT FEATURES

No significant impact features are located in Study Area 18.

SOCIAL CONDITIONS

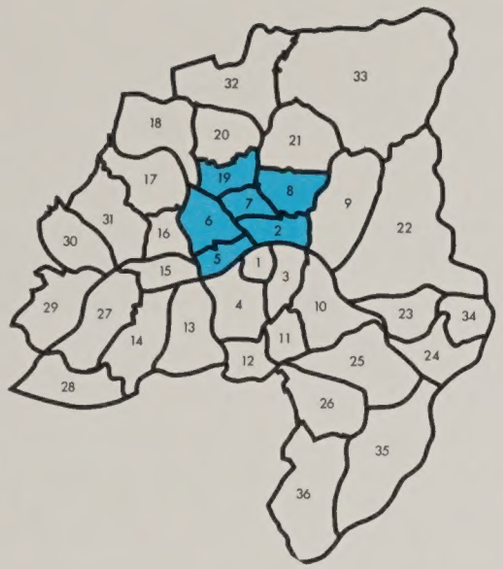
LEGEND:

- MAJOR FIRES (1963-1965)
- INFANT MORTALITY (1960-1965)
- VENEREAL DISEASE CASES (1963-1965)
- PUBLIC ASSISTANCE CASES (1965 recipients)
- TUBERCULOSIS CASES (under supervision)
- MAJOR ARREST (two year period)

RECOMMENDED RENEWAL TREATMENT

Study Area 18 is an extremely blighted section which will require a combination of rehabilitation treatment, rehabilitation projects and clearance projects. Rehabilitation treatment is recommended for the industrial sections along the French Broad River. Three separate redevelopment projects are recommended for the Study Area. Two are located in the eastern part of the Study Area and one is located in the northwest. Proper development planning and regulations are recommended for the undeveloped west part of the Study Area. Conservation is the only treatment needed in the northern part. The immediate adoption of zoning controls, subdivision regulations, and housing codes are recommended for the entire area. It will take a combination of many actions to upgrade and make Woodfin a functional and sound part of the Metropolitan Area.

NORTH CENTRAL UNIT



Located immediately north of the Asheville CBD, the North Central Unit contains six Study Areas - 2,5,6,7,8, and 19. Development within the Unit is diverse with new high value residences found on Sunset Mountain in the east, commercial uses along Merrimon Avenue, Charlotte Street and Broadway, industrial activities in the west along the French Broad River and older residential structures throughout the interior. The older residential dwellings dominate the Unit, and they represent both its major problem and its major potential.

Blight is a major problem throughout the south and southwest where many of the older residences are in sub-standard condition. Apartment conversions, property neglect, obsolescence and other blighting factors have caused environmental decline in all of Area 5, the west part of Area 2 and the southeast of Area 6. Basically, however, these blighted sections, with two exceptions where extreme blight exists, contain attractively designed old residential dwellings which are worthy of renovation.

The future of the North Central Unit will depend upon the implementation of renewal activities in the south and the effectiveness of planning controls in the older but well maintained residential sections to the north. Many of the Unit's older residences are architecturally pleasing and if blight, and the threat of it, can be eliminated, the North Central Unit could become one of the Metropolitan Area's most desirable residential sections. Such an occurrence, combined with the growth potential of Charlotte Street, Merrimon Avenue, Broadway and Montford Avenue, will assure high land values and sound environmental conditions in North Central Asheville and indirectly benefit the nearby Asheville CBD.

PERTINENT STATISTICS

POPULATION:		
	WHITE	13540
	NON-WHITE	2517
	TOTAL	16057

ULTIMATE POPULATION POTENTIAL: 24,091

USE OF LAND	ACRES	PERCENT
RESIDENTIAL	969	37.8
SINGLE FAMILY	771	30.0
MULTI-FAMILY	197	7.8
COMMERCIAL	84	3.4
INDUSTRIAL	10	.4
PUBLIC & SEMI-PUBLIC	274	10.8
STREETS & RAILWAY	394	15.5
WATER	36	1.5
VACANT LAND	780	30.7
TOTAL ACRES	2546	100

DEVELOPED LAND: 69.3 %
HOUSING UNITS PER RESIDENTIAL ACRE: 5.7

STRUCTURAL CONDITIONS	NUMBER OF STRUCTURES	PERCENT
STANDARD	4667	84.2
SUB-STANDARD REHABILITATE	808	14.5
SUB-STANDARD DILAPIDATED	63	1.3
TOTAL STRUCTURES	5538	100

LIVING IN SUB-STANDARD HOUSING: 15.8%

STREETS SYSTEM

Major Streets

Merrimon Avenue - provides north-south access through the central part of the North Central Unit. It is the major collector of the Unit's traffic and is the major commercial street within the Unit. Merrimon Avenue will be relieved of long distance through traffic when the Weaverville Freeway is completed. Nevertheless, it should be widened throughout its length to provide four traffic lanes, with two emergency lanes.

King Street - provides traffic circulation between Merrimon Avenue and Broadway in the north part of the Unit, and is the major street providing access to Asheville-Biltmore College. This new stretch of major thoroughfare was recently constructed and is adequate to meet future needs.

Broadway - provides access from downtown Asheville to the northwest part of the North Central Unit. A full diamond-type interchange is planned in the northwest where Broadway intersects with the Weaverville Freeway. Completion of this facility, combined with the growth of Asheville-Biltmore College, will substantially increase the importance of Broadway as a major thoroughfare. At the present time Broadway has a narrow width of four moving lanes from downtown to Chestnut Street, a width of 25 to 37 feet to Catawba Street from Chestnut Street and only two moving lanes without parking from Catawba Street to its proposed intersection with the Weaverville Freeway. Broadway must be widened throughout its length to provide four moving traffic lanes plus two emergency lanes. Broadway's future potential as a commercial street is considerable, and zoning and curb cut controls should be intelligently administered to assure its proper development.

Major Streets within the North Central Unit

Charlotte Street - Major collector of traffic from Study Area 8 and from the eastern portion of Study Area 2. This street is adequate to meet future needs.

Chestnut Street - provides east-west access between Charlotte Street and Montford Avenue in the south central part of the Unit. It is located about three blocks north of and parallels the east-west Freeway throughout its length. The present width of 24 to 31 feet between curbs should be widened throughout to provide two moving lanes, plus two emergency lanes, except for the viaduct crossing immediately west of Broadway. This viaduct has a width of 30 feet and widening is not recommended, provided parking is prohibited.

Montford Avenue - serves as a major collector of traffic from Study Area 6 and from the western portion of Study Area 5. No improvements are presently needed on Montford; however, residential use along Montford is in a state of flux and the character of development could change radically in future years as the old residences along Montford become economically unfeasible to maintain. Planning controls should encourage office, institutional type development along Montford.

Riverside Drive - provides north-south access to the western fringe of the North Central Unit. This two-lane faciity extends down the east bank of the French Broad River to Broadway and serves as a collector of industrial traffic from the industrial areas along the River and as a through truck route for north-south traffic.

Summary of Conditions

Streets within the North Central Unit are generally in good condition. Needed improvements are basically limited to the widening of the major thoroughfares, especially streets like Broadway, which will perform an increasingly important function in the immediate future. The worst minor residential streets are located in the proposed rehabilitation and redevelopment project areas and should be improved eventually.

TRAFFIC ACCIDENTS

	VECHICULAR			PEDESTRIAN	
STUDY AREA	Property Damage	Personal Injury	Fatality	Personal Injury	Fatality
2	126	19		-	-
5	81	14		3	1
6	39	8		-	-
7	29	8		-	-
8	31	14		-	-
19	25	5		-	-
NORTH CENTRAL TOTALS	331	68		3	1

STREET CONDITIONS

STUDY AREA	PAVED STREETS (Miles)	UNPAVED STREETS (Miles)	TOTAL (Miles)
2	14.65	1.27	15.92
5	11.33	.87	12.20
6	11.66	.06	11.72
7	7.46	.15	7.61
8	14.81	3.13	17.94
19	7.90	.40	8.30
NORTH CENTRAL UNIT	67.81	5.88	73.69

STREET CONDITIONS

AVERAGE DAILY (24hr) TRAFFIC FLOW

- 1,000 - 4,000
- 5,000 - 9,000
- 10,000 - 14,000
- 15,000 - 19,000
- 20,000 - 25,000

Source: N.C. State Highway Commission

- UNPAVED STREETS
- TRAFFIC FLOW
- PROPERTY DAMAGE
- PERSONAL INJURY
- PEDESTRIAN INJURY
- PEDESTRIAN FATALITY
- FATALITY

COMMUNITY FACILITIES AND SERVICES

SCHOOLS

Elementary school pupils residing in the North Central Unit attend the Claxton, William Randolph and Hill Street Schools. All parts of the Unit are easily within 1½ miles of one of these three schools. Study Areas 2, 7, 8, and 19 are served by the Claxton Elementary School, the east parts of Study Areas 5 and 6 by William Randolph and Hill Street is an all-Negro school serving Areas 5 and 6.

The Unit's junior and senior high school students are served by David Millard Junior High, South French Broad High School and Lee Edwards High School, all of which are within fifteen minutes driving time of all residential sections.

Claxton Elementary School

Claxton School is located on a small, inadequate site in the south central part of Study Area 7. The site is surrounded on three sides by streets, one of which is heavily used Merrimon Avenue. These streets are, however, fairly well separated from the school grounds by the use of fences, retaining walls and planting. Claxton's physical plant is an old but structurally sound multi-story building which is in need of internal renovation to provide modern lunchroom and auditorium facilities. Claxton's play area is not adequate in size or facilities.

SITE PLAN

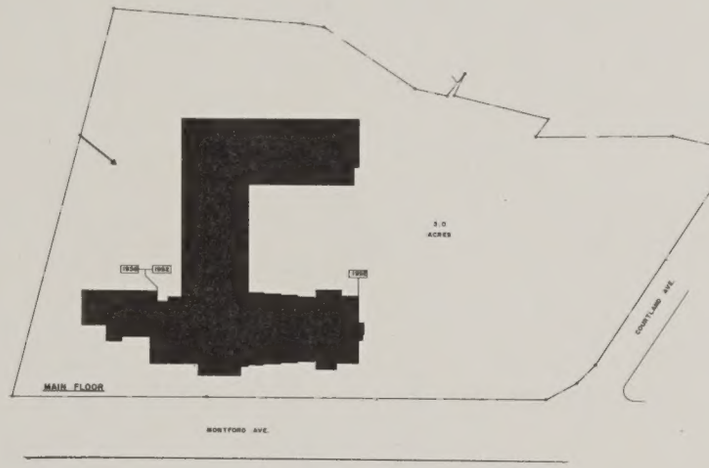
Site Size:	3.6 Acres
Condition of Structure:	standard - functionally obsolete
Year Constructed:	1923
Pupil Capacity:	675
Present Enrollment:	680
Playground:	Inadequate
Environmental Setting:	Fair

Existing Needs:

Classrooms:	0
Acreage:	8.5
Other:	internal renovations improved play facilities

William Randolph School

William Randolph School is a large, two-storied building fronting on Montford Avenue. The site is well landscaped in the front but is surrounded in the rear by sub-standard housing. Although plants, for screening purposes, are thinly scattered and inadequate, a fifteen foot high bank helps separate the school site from the adjacent houses. The recreation area lies to either side of the school and is generally bare of vegetation from apparent over-use. The physical plant is well maintained but does not have an adequate front yard setback from Montford Avenue. Future urban renewal possibilities to the west will provide Randolph School with the opportunity to acquire badly needed additional acreage.



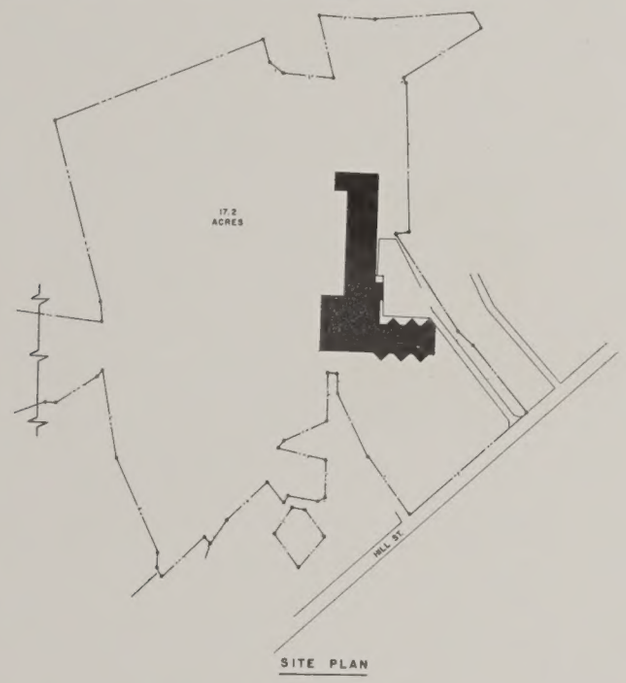
Site Size:	3 acres
Condition of Structure:	standard - functional
Year Constructed:	1952
Pupil Capacity:	650
Present Enrollment:	480
Playground:	Inadequate
Environmental Setting:	Fair

Existing Needs:

Classrooms:	0
Acreage:	7
Other:	better buffer treatment playground improvements

Hill Street Elementary School

The Hill Street School lies on a large site bordered on two sides by woods which adequately enclose and confine the school grounds. It is housed in a two story well built brick building which is in good condition. The front of the school, adjacent to Hill Street, has a large lawn area with scattered trees and is set back an adequate distance from the street. A baseball diamond, a paved basketball court, and a large area for running sports makes up the play area. A long footbridge provides easy access to the school site over Hill Street and the Crosstown Expressway for students living to the South. This school, although located in an extremely blighted section of Area 5, is well developed and should provide a nucleus around which needed renewal plans can be implemented.



SITE PLAN

Site Size:	17.2 acres
Condition of Structure:	standard - functional
Year Constructed:	1951
Pupil Capacity:	800
Present Enrollment:	740
Playground:	adequate
Environmental Setting:	good

Existing Needs:

Classrooms;	0
Acreage:	0
Other:	transfer of approximately 75 students to Randolph School

RECREATION

Only two of the North Central Units six study areas are without playground facilities. They are Study Areas 2 and 19; however, Area 19 is within close distance of Weaver Park and the North Asheville Community Center, and much of Area 2 is relatively close to the Newton School playground. Small play areas are recommended for location in the eastern part of Area 19 and the central part of Area 2.

The Hill Street and Randolph School playgrounds are located in Study Area 5. The Hill Street facility is adequate, but the Randolph School playground is in pathetic condition and should be completely improved and enlarged. Such improvements are badly needed for school activities and would provide Area 5 with ample playground space to more than meet all anticipated future needs.

Montford Park adequately meets the recreation needs of Study Area 6. It is an attractively landscaped four acre facility which is a definite asset to the residential environment of Area 6. Two clay tennis courts, equipped play areas, wading pool, considerable open land and open shelters are available at Montford Park. Magnolia Park, a small play area located at the junction of Flint and Magnolia Streets, is also located in Area 6. It contains a full range of playground equipment. These two facilities should continue to meet Area 6's needs in future years.

The Newton School playground and Weaver Park are located in Study Area 7. These facilities are more than adequate for Area 7 and both serve parts of other Study Areas. This is especially true of Weaver Park which is very conveniently located adjacent to the Norwood Park section of Study Area 8. Weaver Park contains a little league baseball diamond, basketball goals, tennis court, picnic shelter and playground equipment on its four acre site. The Newton School playground needs to be enlarged, improved and better equipped.

The North Asheville Community Center and library is conveniently accessible to Study Areas 7, 8, and 19. The remainder of the Unit is relatively accessible to library and cultural facilities in downtown Asheville. No significant private facilities are located in the North Central Unit.

FIRE PROTECTION

Fire protection in the North Central Unit is excellent because of its location near the central core of Asheville. Most of the Unit is within a one mile range of the Asheville Fire Department's Central Station plus the entire Unit is within a 1½ mile radius of the station located on Merrimon Avenue in Study Area 7.

MAJOR FIRES

STUDY AREA	NUMBER (Two year period)	PERCENT OF ENTIRE AREA UNDER STUDY
2	14	5.10
5	20	8.00
6	5	2.00
7	4	1.40
8	10	4.00
19	2	.10
NORTH CENTRAL UNIT	55	20.60

COMMUNITY FACILITIES

LEGEND:

- SCHOOLS
- PARKS
- FIRE STATIONS
- VOLUNTEER FIRE STATIONS

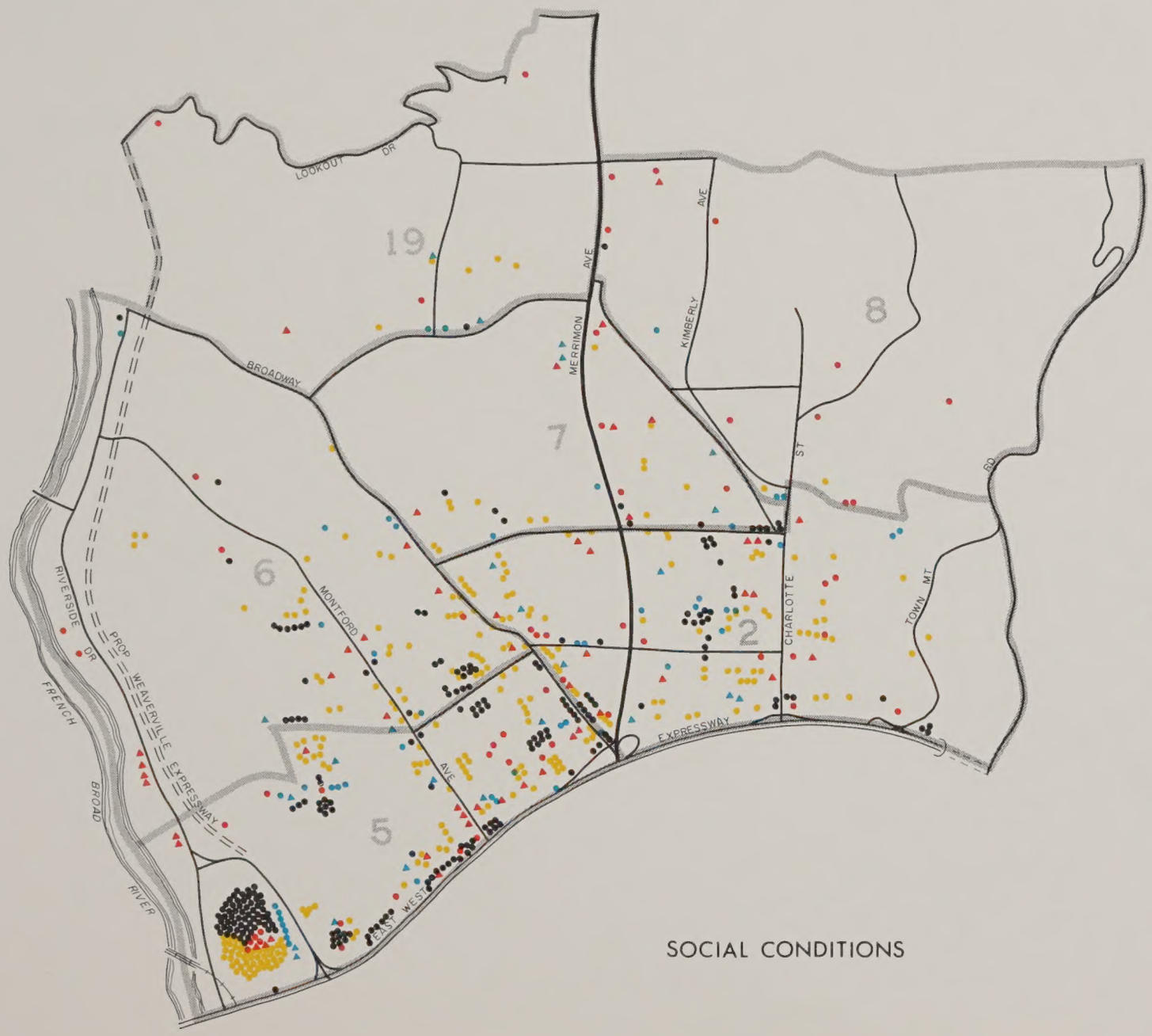
UTILITIES

No utility problems exist in the North Central Unit.

SOCIAL CONDITIONS

Social indicators of blight are a very acute problem in the southern portions of the North Central Unit. These conditions are particularly critical throughout Study Area 5 with the Hillside Public Housing Project containing one of the most intense concentrations in the Metropolitan Area. Within the Neighborhood Analysis Planning Area, the North Central Unit accounted for:

20.2 PERCENT OF THE TUBERCULOSIS CASES
27.7 PERCENT OF THE INFANT MORTALITY
25.1 PERCENT OF THE VENEREAL DISEASE CASES
26.4 PERCENT OF THE PUBLIC ASSISTANCE CASES
13.1 PERCENT OF THE MAJOR ARRESTS



SOCIAL CONDITIONS

LEGEND:

- MAJOR FIRES (1963-1965)
- INFANT MORTALITY (1960-1965)
- VENEREAL DISEASE CASES (1963-1965)
- PUBLIC ASSISTANCE CASES (1965 recipients)
- TUBERCULOSIS CASES (under supervision)
- MAJOR ARREST (two year period)

STUDY AREA 2

Study Area 2 is strategically located immediately to the northeast of the Asheville Central Business District. A large part of this Area is threatened by obsolescence and the potential for total blight is ever present. Yet, is also has the potential to regain its past position as a fine, desirable residential section. The Area is bound on the north by Hillside Street and Cherokee Road, on the east by Town Mountain Road, on the south by the Crosstown Expressway, and on the west by Broadway.

LAND USE

The majority of Study Area 2's land is in residential use. Single family residences dominate, but a significant percentage of multi-family use exists and will undoubtedly increase in future years. Commercial uses are stripped along three major thoroughfares - Broadway, Merrimon Avenue and Charlotte Street. This Area is intensely developed with 79 acres of vacant land generally limited to the slopes of Sunset Mountain on the east.

Intermixture of land uses is a problem throughout the Study Area. It is most acute along the major thoroughfares but exists at scattered locations within the residential sections. In most instances, commercial uses particularly those stripped along the thoroughfares are not properly buffered from adjacent residential uses. Narrow and poorly platted lots is another land use problem which has contributed to the general obsolescence of most of the residential sections. The problem of inappropriately located commercial uses exist in the commercial sections. This is especially true along Broadway and the southern part of Merrimon Avenue.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	213.1	52.00	64.4
SINGLE FAMILY	166.4	40.60	50.3
MULTI-FAMILY	46.7	11.40	14.4
COMMERCIAL	28.0	6.76	8.5
INDUSTRIAL	.2	.04	1.0
PUBLIC & SEMI-PUBLIC	6.9	1.70	2.0
STREETS	83.1	20.20	25.0
RAILWAY	-	-	-
WATER	-	-	-
VACANT LAND	79.0	19.30	-
TOTAL ACRES	410.3	100	100

PERCENT DEVELOPED LAND: 80.7
STRUCTURES PER RESIDENTIAL ACRE: 4.5
HOUSING UNITS PER RESIDENTIAL ACRE: 6.7

ZONING

Area 2, which is completely zoned, contains a full range of zoning districts. The recently adopted RA-M zoning classification has generally relieved the area of any major zoning deficiencies.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	90.69
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	139.37
RA-5 RESIDENTIAL	8.95
RA-M RESIDENTIAL	85.16
INSTITUTIONAL	.68
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	51.45
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	33.70
INDUSTRIAL	—
UNZONED	—

POPULATION

Study Area 2 contains a white population of 3,659 and a non-white population of 510. Most of the non-white population is concentrated immediately west of Charlotte Street in the north central portion of the Area. An ultimate population potential of 5,064 is estimated for Study Area 2. This estimate is based on the following considerations: displacement of all residences along the major thoroughfares, development of vacant lots, the replacement of dilapidated housing by multi-family units at a density of 16 units per acre and the development of Sunset Mountain's vacant land at a density of one unit per residential acre.

STREETS

Broadway, Merrimon Avenue, and Charlotte Street provide north-south access, and Chestnut Street and Hillside Street provide east-west access throughout Study Area 2. Street conditions are generally good and cannot be considered a blighting factor in the Area. Some realignments are needed and should be undertaken if rehabilitation project action is initiated in Area 2. A limited access north-south route running through the Area from the CBD is recommended primarily to relieve Merrimon Avenue.

FUTURE LAND DEVELOPMENT

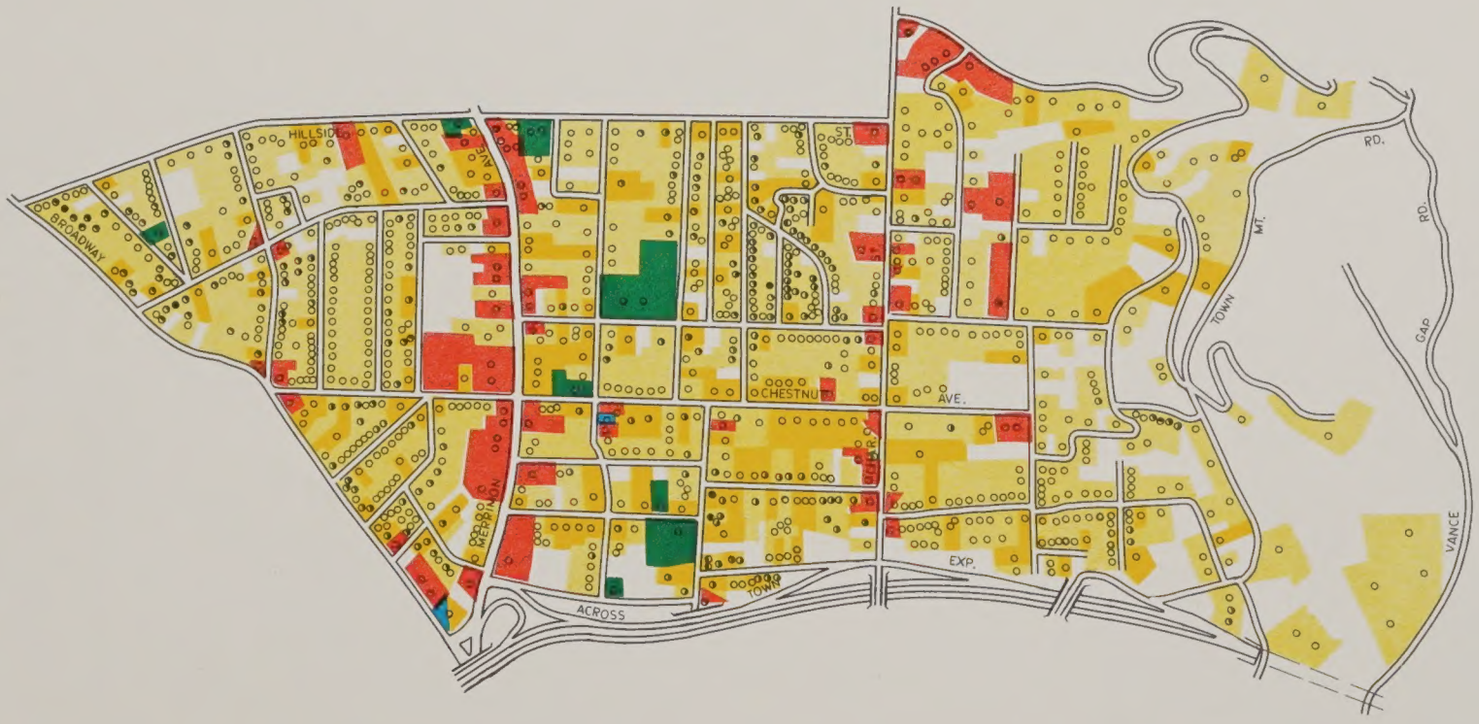
The future of Study Area 2 depends upon the effective implementation of a total renewal effort for all land west of Charlotte Street. If such an effort is successfully undertaken, Study Area 2 could become an extremely desirable residential section. New residential construction will be limited to multi-family dwellings except for single-family growth on the slopes of Sunset Mountain. Commercial development will continue along Merrimon Avenue and Charlotte Street, and could become extremely important along Broadway. If properly improved and zoned, Broadway can potentially become one of Asheville's more important streets because of its access to Asheville-Biltmore College and its direct access to Downtown from its major interchange with the Weaverville Freeway. Office development would be appropriate and should be encouraged in the south central section between Merrimon Avenue and Charlotte Street.

LAND USE and
STRUCTURAL CONDITIONS

LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED



STRUCTURAL CONDITIONS

Sub-standard structures are a problem in that part of Area 2 west of Charlotte Street, The scattered locational pattern of such structures in this section downgrades the overall environment. This condition combined with general environmental obsolescence indicates a need for comprehensive rehabilitation action, if further deterioration is to be prevented.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	549	68	120	10	10	57	1	815
SUB-STANDARD REHABILITATE	117	57	35	7	0	5	1	222
SUB-STANDARD DILAPIDATED	5	1	1	0	0	0	0	7
TOTALS	671	126	156	17	10	62	2	1044

RESIDENTIAL STRUCTURES: 970 NON-RESIDENTIAL STRUCTURES: 74

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	77.0 %	78.1 %
SUB-STANDARD REHABILITATE	22.3 %	21.2 %
SUB-STANDARD DILAPIDATED	.7%	.7 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	1024	98	1122	78.0
SUB-STANDARD REHABILITATE	229	77	306	21.3
SUB-STANDARD DILAPIDATED	9	1	10	.7

LIVING IN SUB-STANDARD HOUSING: 22 %

OWNER OCCUPIED: 41 % RENTER OCCUPIED: 59 %

AVERAGE VALUE: $11,200 AVERAGE RENT: $50.76

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 54

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	5	1	UNDER 6 -	13	16
2 -	6	5	6-13 -	26	18
3 -	9	3	14-17 -	11	13
4 -	3	4	18-19 -	6	1
5 -	2	4	20-29 -	7	8
6 -	3	1	30-39 -	15	14
7 -	2	1	40-59 -	22	13
8 OR MORE -	2	3	60 & OVER -	14	11
TOTAL	32	22	TOTAL	114	94

AVERAGE FAMILY SIZE: WHITE 3.5 NON-WHITE 4.27

OVERALL AVERAGE FAMILY SIZE: 3.83

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000	2		AGRICULTURE		
$1,000 - $2,000	2	2	UNSKILLED	11	8
$2,000 - $3,000	10	3	SEMI-SKILLED	9	7
$3,000 - $4,000	2	6	SKILLED	1	1
$4,000 - $5,000	3	2	PROFESSIONAL	1	2
OVER - $5,000	3	5			

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$3,212	$3,056
AVERAGE INCOME, FAMILY:	$3,705	$3,826
PER CAPITA INCOME:	$ 858	$ 791
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	15	5
RECEIVING WELFARE:	2	4

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	19	11
OWNER OCCUPIED -	13	11
AVERAGE MONTHLY RENTAL-	$47.13	$34.95

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -		1
$25 TO $34 -	5	3
$35 TO $44 -	5	6
$45 TO $54 -	1	1
$55 TO $65 -	3	
$65 OR MORE -	5	

OVERALL AVERAGE MONTHLY RENTAL: $42.66

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.67	2.08
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	12	4

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 29.6%

IMPACT FEATURES

Central location in the immediate vicinity of the Asheville CBD and quick access to the Metropolitan Freeway system are the only significant impact features in Area 2. These factors provide the potential for a sound future if they are complemented with rehabilitation efforts and the effectuation of sound building policies.

BLIGHTING FACTORS

- - poorly platted and inadequate lots located throughout the study area.

- - the scattered locational patterns of sub-standard structures throughout the western portion of the Area.

- - intermixture of land uses along the major thoroughfares and at scattered locations within the residential sections.

- - inappropriately located commercial uses within the commercial areas.

- - poor structural and site maintenance throughout the western portion of the Area. This condition is especially acute along Broadway.

- - functionally obsolete structures throughout the Area.

RECOMMENDED RENEWAL TREATMENT

Conservation is the only treatment recommended for that part of Study Area 2 lying east of Charlotte Street. A continuation of recent private renovation efforts and of responsible property maintenance combined with the sound administration of adequate planning controls will maintain this section in standard environmental condition.

The remainder of Study Area 2 is threatened by obsolescence and a high degree of sub-standard conditions which has downgraded environmental conditions in recent years. Rehabilitation project action is recommended to restore desirable environmental conditions and make this section functionally sound. Successful completion of rehabilitation project action combined with economic growth and the recently enacted RA-M zoning will eliminate, retard and prevent the future occurrence of blight. If this action is not implemented, future investigations and recommendations will point to total clearance and redevelopment as the only means of corrective action.

STUDY AREA 5

Blight and obsolescence is found throughout Study Area 5. This small study area which is located to the northwest of the Asheville CBD is bound on the north by Chestnut Street, on the east by Broadway, on the south by the Crosstown Expressway and on the west by the French Broad River.

LAND USE

Single family and multi-family residences dominate the use of land in Study Area 5. The Hillside Public Housing Project, located in the southwest, accounts for a large part of the high percentage of multi-family use. Commercial use is generally limited to locations along the west side of Broadway and along Riverside Drive. Mixed land use is a problem along Broadway and the southern part of Montford Avenue. Inadequate buffering between commercial and residential uses is a problem throughout the area. An outstanding example of this problem is the Hillside Public Housing project where the total lack of buffering treatment created an extremely undesirable and unattractive residential environment. Other land use problems within Area 5 are: unsightly outside storage in the western section, poorly platted and inadequate lots and inappropriately located commercial uses along the west side of Broadway.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	128	40.6	52.9
SINGLE FAMILY	74	23.5	30.6
MULTI-FAMILY	54	17.1	22.3
COMMERCIAL	16	5.1	6.7
INDUSTRIAL	1	.4	.6
PUBLIC & SEMI-PUBLIC	21	6.8	8.9
STREETS	63	19.8	26.0
RAILWAY	2	.7	.9
WATER	10	3.1	4.0
VACANT LAND	74	23.5	
TOTAL ACRES	315	100	100

PERCENT DEVELOPED LAND: 76.5
STRUCTURES PER RESIDENTIAL ACRE: 4.7
HOUSING UNITS PER RESIDENTIAL ACRE: 8.8

ZONING

Study Area 5 is adequately zoned except for the lack of proper buffering provisions in the commercial and industrial zones. The recently enacted RA-M zoning classification, which is applied to the majority of the Area will, it is believed, control apartment conversions and provide some land use flexibility to the residential sections.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	27.49
RA- 5 RESIDENTIAL	25.81
RA-M RESIDENTIAL	187.81
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	24.58
INDUSTRIAL	49.62
UNZONED	—

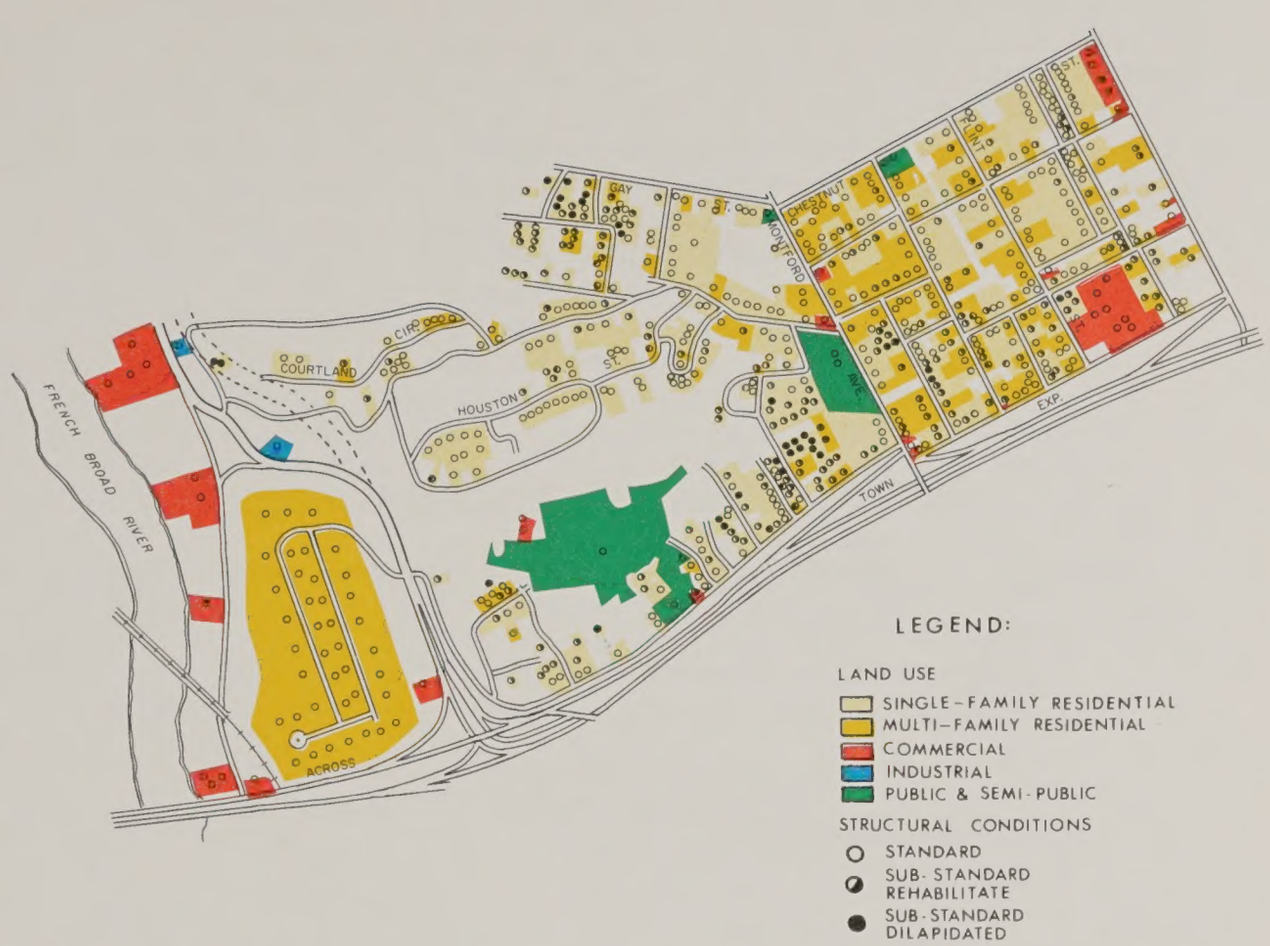
POPULATION

Study Area 5 contains a population of 3,298 which is about evenly divided between white and non-white residents. White residences are found mostly in the north central and eastern portions of the Area. An ultimate population of 5,146 is estimated based on a density of four units per residential acre, assuming a mixture of single and multi-family housing results from rehabilitation and redevelopment efforts.

STREETS

Montford Avenue provides direct north-south access through the area and is a major collector of traffic. Traffic conditions in the eastern portion of the area are generally adequate; however, conditions to the west of Montford Avenue are completely inadequate to provide functional circulation. Streets in this section are poorly designed, poorly aligned, too narrow, contain excessive blind intersections and curves, and form a very inadequate circulation network. Traffic conditions throughout this Area should be improved as part of the recommended rehabilitation and redevelopment projects.

LAND USE and
STRUCTURAL CONDITIONS



FUTURE LAND DEVELOPMENT

Multi-family dwellings and professional offices compatibly arranged within the same environmental setting will dominate the use of land within Study Area 5. Broadway and Montford Avenue will become increasingly important as major commercial streets. Montford in particular, should become a prestigious office-institutional street. The extreme western portion of the area will continue in commercial and light industrial use. The above is, of course, assuming that necessary renewal actions are implemented, that sound thoroughfare improvements are made and that proper planning contols are administered effectively. If not, then Study Area 5's future will be one of extreme blight with critical problems of mixed land use, apartment conversions and intense concentrations of sub-standard housing.

STRUCTURAL CONDITIONS

Two concentrations of over 70% sub-standard structural conditions exist in Study Area 5. One is located in the north-central section in the vicinity of Morrow Street, and the other is located throughout the south central section and extends westward to Hill Street. The remainder of the area contains an average of about 30% sub-standard structural conditions, but such structures are located in a scattered manner which is detrimental to the overall environment. In addition, many of the Area's standard structures are functionally obsolete.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	155	92	81	48	8	32	2	418
SUB-STANDARD REHABILITATE	41	88	33	29	1	5	0	197
SUB-STANDARD DILAPIDATED	3	30	0	2	0	0	0	35
TOTALS	199	210	114	79	9	37	2	650

RESIDENTIAL STRUCTURES: 602 NON-RESIDENTIAL STRUCTURES: 48

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	62.5 %	64.3 %
SUB-STANDARD REHABILITATE	31.7 %	30.7 %
SUB-STANDARD DILAPIDATED	5.8 %	5.4 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	432	358	790	69.5
SUB-STANDARD REHABILITATE	138	170	308	27.1
SUB-STANDARD DILAPIDATED	3	36	39	3.4

LIVING IN SUB-STANDARD HOUSING: 30.5 %

OWNER OCCUPIED: 31 % RENTER OCCUPIED: 69 %

AVERAGE VALUE: $ 8,666.66 AVERAGE RENT: $ 38.47

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 54

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	3	6	UNDER 6 -	5	27
2 -	6	6	6-13 -	4	38
3 -	1	5	14-17 -	4	28
4 -	5	7	18-19 -	1	9
5 -	1	1	20-29 -	4	16
6 -		4	30-39 -	2	12
7 -		2	40-59 -	11	30
8 OR MORE -		7	60 & OVER -	12	19
TOTAL	16	38	TOTAL	43	179

AVERAGE FAMILY SIZE: WHITE 2.68 NON-WHITE 4.71

OVERALL AVERAGE FAMILY SIZE: 4.11

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000		1	AGRICULTURE		
$1,000 - $2,000	1	3	UNSKILLED	8	19
$2,000 - $3,000	6	10	SEMI-SKILLED	1	9
$3,000 - $4,000	1	9	SKILLED	1	2
$4,000 - $5,000		6	PROFESSIONAL		1
OVER - $5,000	2	5			

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$2,871	$2,872
AVERAGE INCOME, FAMILY:	$3,338	$3,544
PER CAPITA INCOME:	$1,036	$ 675
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	7	11
RECEIVING WELFARE:	2	10

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	9	3
OWNER OCCUPIED -	7	15
AVERAGE MONTHLY RENTAL -	$45.27	$25.80

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -		13
$25 TO $34 -	1	6
$35 TO $44 -	3	3
$45 TO $54 -	3	
$55 TO $65 -	2	
$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $31.28

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.13	2.05
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	1	12

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 24.0%

IMPACT FEATURES

No significant impact features are located in Study Area 5. Central location is an impact feature which could promote exceptionally high land values if sub-standard conditions are corrected.

BLIGHTING FACTORS

- - the highly sub-standard pocket of housing in the Morrow Street section.

- - concentration of sub-standard housing conditions in the south central section between Montford Avenue and Hill Street,

- - inappropriately located commercial uses along Broadway.

- - inadequate buffer treatment between commercial and residential uses. This is especially true concerning the Hillside Housing Project.

- - very inadequate street conditions throughout the western portion of the Study Area.

- - high percentage of social conditions indicating blight are found throughout with a particularly intense concentration in the Hillside Public Housing Project.

- - uncontrolled outside storage along Broadway and along the western portion of the area.

RECOMMENDED RENEWAL TREATMENT

Several renewal treatments are recommended for Study Area 5. The intense concentrations of sub-standard structures and conditions in the Morrow Street vicinity and the south central part of the Area are recommended as redevelopment and clearance projects. Conditions in the remainder of the Area east of Hill Street are sufficiently blighted and obsolescence is progressed to a degree where rehabilitation project action will be required. Rehabilitation treatment action is recommended for the extreme western part of the Study Area. Such action should very definitely include landscape and buffer treatment improvements to the Hillside Public Housing Project property and structural design improvements to the housing units, if feasible. That part of the area along the French Broad River, although not blighted, is extremely unattractive and should be given considerable beautification treatment.

STUDY AREA 6

Study Area 6 is bound by Broadway on the north and east, by Chestnut Street and a series of minor streets on the south, and by the French Broad River on the west. It was, in years past, one of Asheville's finest residential sections and evidences of that era still exist in the architectural charm of many of its older residences. The Area is presently in a state of transition because of the threat of blighted environments to the south.

LAND USE

The main portion of Study Area 6 is dominated by residential use with multi-family residences accounting for 25 percent of such use. Most of the Area's apartment dwellings are occupying converted single family residences. This is a major problem of the area, and the restraint which is exercised with future conversions will determine the long range character of Area. Uncontrolled conversions could cause a rapid decline in environmental conditions. Industrial and commercial uses are limited to the western part of the area along the French Broad River and Riverside Drive.

Land Use problems within Study Area 6 are not critical. The threat of apartment conversions is the only problem of significance. Poor site design, general unattractiveness and flooding conditions are a problem along the French Broad River.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	171	29.8	46.0
SINGLE FAMILY	137	23.9	37.0
MULTI-FAMILY	34	5.9	9.0
COMMERCIAL	20	3.4	6.0
INDUSTRIAL	9	1.5	2.0
PUBLIC & SEMI-PUBLIC	83	14.4	22.0
STREETS	61	10.6	16.0
RAILWAY	4	.7	1.0
WATER	25	4.3	7.0
VACANT LAND	203	35.3	-
TOTAL ACRES	576	100	100

PERCENT DEVELOPED LAND: 64.7
STRUCTURES PER RESIDENTIAL ACRE: 3.5
HOUSING UNITS PER RESIDENTIAL ACRE: 4.8

ZONING

All of Study Area 6 is zoned. The need for adequate provisions to control apartment conversions is the only zoning problem within the Area.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	46.23
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	330.52
RA- 5 RESIDENTIAL	72.41
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	2.07
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	20.07
INDUSTRIAL	104.51
UNZONED	—

POPULATION

Study Area 6 contains a population of 2,027 whites and 371 non-whites. Non-white residences are found in two small sections in the south central and southeast. An ultimate population potential of 3,663 is possible assuming the full development of all suitable residential land. This estimate assumes a continuation of the present redidential density for the Area.

STREETS

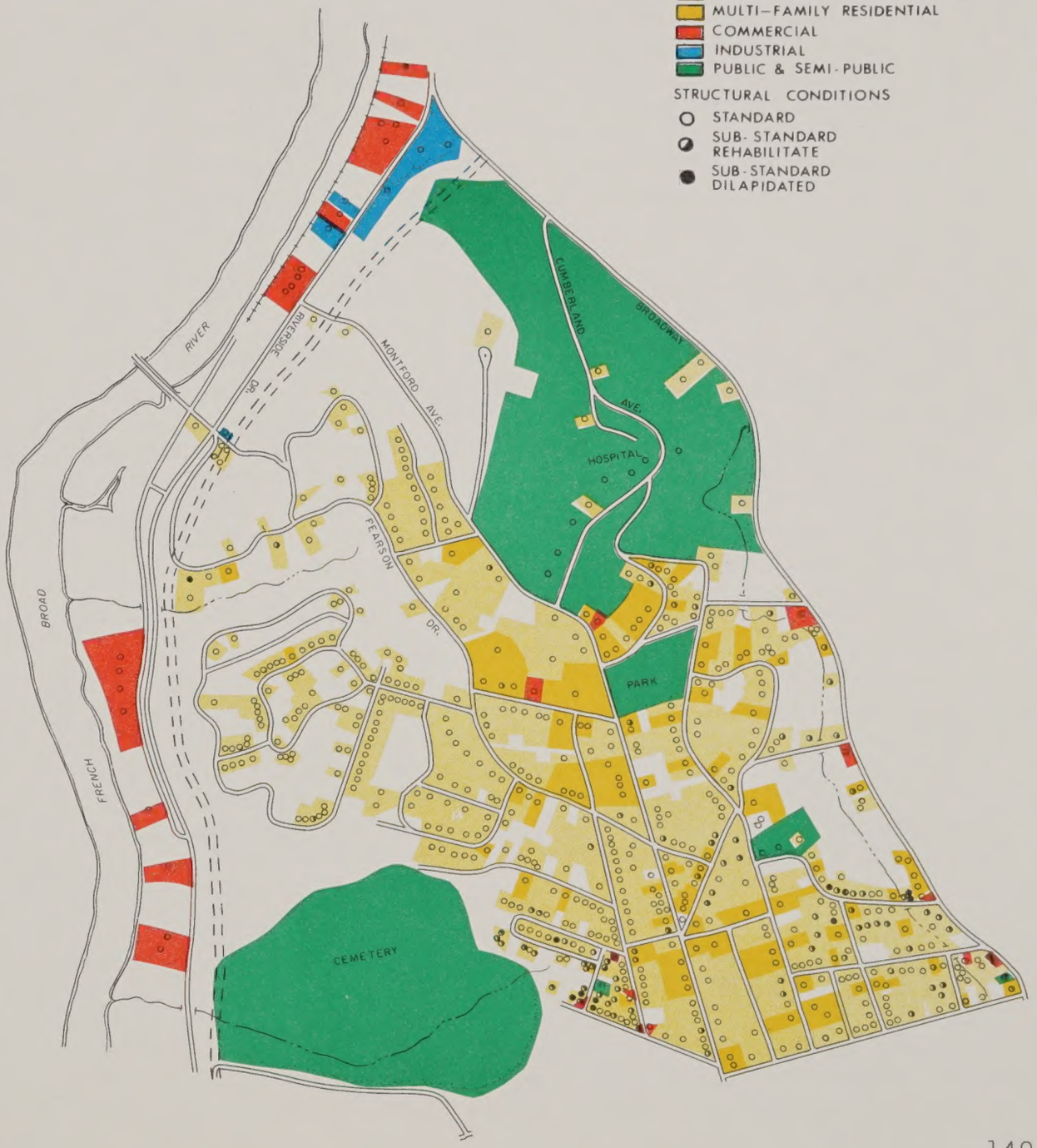
Montford Avenue is the major collector of traffic within Study Area 6 and provides north-south access through the central part. Minor streets are generally adequate and do not pose any blighting problems. Riverside Drive provides north-south access through the extreme western portion of the Area and serves the commercial and industrial activities located along the French Broad River. The proposed Weaverville Freeway will relieve Riverside Drive of through long distance traffic and will provide an adequate buffer between the residential sections and the non-residential uses to the west. The extension of Montford Avenue to connect with King Street in the northeast is a major traffic circulation need.

FUTURE LAND DEVELOPMENT

Study Area 6 will maintain its present pattern of land use development in the future. Commercial and light industrial uses will continue to occupy the lands west of the Weaverville Freeway and residential use will dominate the remainder of the Area.

An increase can be expected in multi-family development, both from the conversion of old, large single family residences and because of strategic location near Asheville-Biltmore College. The west side of Broadway will become one of Asheville's major commercial streets with the completion of the Weaverville Freeway interchanges in the north and the growth of Asheville-Biltmore College.

LAND USE and
STRUCTURAL CONDITIONS



STRUCTURAL CONDITIONS

Structural Conditions are a problem in the southeast part of Study Area 6 and along Broadway. One small, but intense concentration of poor housing exists in the Morrow Street area. This concentration is a continuation of such housing from the north central part of Study Area 5 and is recommended as a federal Redevelopment Project. Sub-standard housing in the remainder of the southeast, is located in a scattered pattern which threatens the standard housing. Housing in the remainder of the area is generally older, but structurally sound, well maintained dwellings.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	337	55	71	5	11	27	6	552
SUB-STANDARD REHABILITATE	30	39	11	4	1	6	0	91
SUB-STANDARD DILAPIDATED	3	7	0	0	0	0	0	10
TOTALS	410	101	82	9	12	33	6	653

RESIDENTIAL STRUCTURES: 602 NON-RESIDENTIAL STRUCTURES: 51

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	84.4 %	84.5 %
SUB-STANDARD REHABILITATE	13.9 %	14.0 %
SUB-STANDARD DILAPIDATED	1.7 %	1.5 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	628	66	694	83.8
SUB-STANDARD REHABILITATE	69	55	124	15.0
SUB-STANDARD DILAPIDATED	3	7	10	1.2

LIVING IN SUB-STANDARD HOUSING: 16.2%

OWNER OCCUPIED: 54 % RENTER OCCUPIED: 46 %

AVERAGE VALUE: $ 11,812.50 AVERAGE RENT: $ 48.27

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 32

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	4	4	UNDER 6 -	4	11
2 -	2	1	6-13 -	10	7
3 -	4	2	14-17 -	7	4
4 -	4	4	18-19 -	2	5
5 -	2	1	20-29 -	5	3
6 -		1	30-39 -	7	3
7 -	2		40-59 -	14	7
8 OR MORE -		1	60 & OVER -	11	7
TOTAL	18	14	TOTAL	60	47

AVERAGE FAMILY SIZE: WHITE 3.33 NON-WHITE 3.34

OVERALL AVERAGE FAMILY SIZE: 3.34

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000	5	3	UNSKILLED	3	6
$2,000 - $3,000	4	1	SEMI-SKILLED	7	2
$3,000 - $4,000	1	3	SKILLED		
$4,000 - $5,000	2	1	PROFESSIONAL		
OVER - $5,000	1	1			

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$2,809	$2,753
AVERAGE INCOME, FAMILY:	$3,381	$3,861
PER CAPITA INCOME:	$ 768	$ 891
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	8	6
RECEIVING WELFARE:	1	5

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	11	7	$25 OR LESS -	2	4
OWNER OCCUPIED -	7	7	$25 TO $34 -	4	1
AVERAGE MONTHLY RENTAL-	$32.63	$25.42	$35 TO $44 -	4	2
			$45 TO $54 -	1	
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $29.83

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.53	1.95
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	2	2

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 12.5%

IMPACT FEATURES

No significant impact features are found in this Area.

BLIGHTING FACTORS

- - flooding conditions along the French Broad River.

- - high percentage of sub-standard housing in the southeast with a small concentration in the vicinity of Morrow Street.

- - mixture of land uses and obsolete commercial structures along Broadway.

- - poor structural and site maintenance along the western fringe of the area and along Broadway.

- - general unattractiveness and poor site design in the industrial and commercial areas along the French Broad River.

RECOMMENDED RENEWAL TREATMENT

A small section in the vicinity of Morrow Street is recommended for redevelopment and clearance project action. This area would be included as part of the proposed Morrow Street Redevelopment Project. The southeast part of Study Area 6 is recommended for rehabilitation project action and would be included in the proposed Chestnut Street Rehabilitation Project. That part of the Area along the French Broad River, although not blighted, should be given considerable beautification treatment and is recommended for rehabilitation treatment action. The remainder of Area 6 will only require conservation action with intense code enforcement required for small clusters of substandard housing. The land designated for conservation is largely undeveloped and will require wise administration of planning controls to assure a well planned environment.

STUDY AREA 7

Study Area 7 is a small predominantly residential section located in the middle of the North Central Unit. It contains generally sound environmental conditions throughout with street patterns strongly orienting the developed portions to Merrimon Avenue. The area is bound on the north by King Street, on the east by Murdock Street, on the south by Hillside Avenue and on the west by Broadway.

LAND USE

No significant land use problems exist in Study Area 7. About 20 percent of the residential use is in multi-family dwellings with the Dunbar Apartment Project, a private development, accounting for the majority of such development. Commercial uses are stripped along Merrimon Avenue which runs through the central part of the Area.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	124	45	66
SINGLE FAMILY	99	36	53
MULTI-FAMILY	25	9	13
COMMERCIAL	5	2	3
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	17	6	9
STREETS	43	16	22
RAILWAY	-	-	-
WATER	-	-	-
VACANT LAND	85	31	-
TOTAL ACRES	274	100	100

PERCENT DEVELOPED LAND: 69
STRUCTURES PER RESIDENTIAL ACRE: 4.4
HOUSING UNITS PER RESIDENTIAL ACRE: 6.4

ZONING

Existing zoning classifications in Area 7 are generally adequate; however, buffering provisions are recommended for inclusion in the existing commercial zones.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	228.85
RA-5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	2.30
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	32.14
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	11.02
INDUSTRIAL	—
UNZONED	—

POPULATION

Area 7 contains an all-white population of 2,317 people. Assuming a continuation of the present residential density, an ultimate population potential of 4,375 people is possible when all suitable residential lands are developed.

STREETS

Merrimon Avenue is the major collector of internal traffic and provides north-south access through Area 7. Street conditions do not contribute to blight, and except for a few poorly aligned and narrow streets in the north central residential section, no particular improvements are needed. Hillside Avenue, the southern boundary of the Area, provides east-west access as does King Street, the northern boundary.

LAND USE and
STRUCTURAL CONDITIONS

LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STRUCTURAL CONDITIONS

Structural conditions are not a problem in Study Area 7, with only 8 percent of the total structures classified as sub-standard. There are no major concentrations of sub-standard structures in the Study Area; however, a small cluster does exist in the southwest and is recommended for inclusion in the Chestnut Street Rehabilitation Project which adjoins in Areas 2 and 6.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	395	0	89	0	12	14	0	510
SUB-STANDARD REHABILITATE	44	0	7	0	0	0	0	51
SUB-STANDARD DILAPIDATED	3	0	0	0	0	0	0	3
TOTALS	442	0	96	0	12	14	0	564

RESIDENTIAL STRUCTURES: 538 NON-RESIDENTIAL STRUCTURES: 26

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	90.0 %	90.5 %
SUB-STANDARD REHABILITATE	9.5 %	9.0 %
SUB-STANDARD DILAPIDATED	.5 %	.5 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	734	0	734	91.9
SUB-STANDARD REHABILITATE	62	0	62	7.7
SUB-STANDARD DILAPIDATED	3	0	3	.4

LIVING IN SUB-STANDARD HOUSING: 8.1 %

OWNER OCCUPIED: 35 % RENTER OCCUPIED: 65 %

AVERAGE VALUE: $ 11,272.00 AVERAGE RENT: $ 58.50

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 11

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	2		UNDER 6 -		
2 -	4		6-13 -	7	
3 -	1		14-17 -	5	
4 -	1		18-19 -		
5 -	1		20-29 -	2	
6 -			30-39 -	8	
7 -	2		40-59 -	6	
8 OR MORE -			60 & OVER -	8	
TOTAL	11		TOTAL	36	

AVERAGE FAMILY SIZE: WHITE 3.27 NON-WHITE 0
OVERALL AVERAGE FAMILY SIZE: 3.27

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000			UNSKILLED		
$2,000 - $3,000	1		SEMI-SKILLED	4	
$3,000 - $4,000	1		SKILLED	2	
$4,000 - $5,000			PROFESSIONAL		
OVER - $5,000	5				

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$4,696	
AVERAGE INCOME, FAMILY:	$6,103	
PER CAPITA INCOME:	$1,356	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	8	
RECEIVING WELFARE:		

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	5		$25 OR LESS -		
OWNER OCCUPIED -	6		$25 TO $34 -		
AVERAGE MONTHLY RENTAL-$54.00			$35 TO $44 -	1	
			$45 TO $54 -	2	
			$55 TO $65 -	1	
			$65 OR MORE -	1	

OVERALL AVERAGE MONTHLY RENTAL: $54.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.8	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	2	0

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 18.2%

IMPACT FEATURES

Study Area 7 contains no impact features which exert a significant influence on environmental conditions.

BLIGHTING FACTORS

- - small amount of sub-standard structures at scattered locations throughout the area with a small cluster in the southwest.
- - buffer treatment between commercial and residential uses along Merrimon Avenue and Broadway.

RECOMMENDED RENEWAL TREATMENT

Rehabilitation project treatment is recommended for a very small section in the extreme southwest portion of Study Area 7. This area is a small extension of the proposed Chestnut Street Rehabilitation Project which extends throughout a large part of the South Central Unit. Conservation treatment with a continuation of responsible property maintenance and the wise administration of planning controls is the only renewal action needed in the remainder of Study Area 7.

STUDY AREA 8

An attractive, desirable residential environment within minutes of downtown Asheville best describes Study Area 8. Edgewood Road and the Ira Jones school district boundary serve as the northern boundary of the Area, Town Mountain Road as the eastern boundary, Cherokee Road and a series of minor streets as the southern boundary, and Murdock and Merrimon Avenue as the western boundary.

LAND USE

Land development is divided into three definite sections. They are: a section of moderately priced, well maintained older homes in the west, a section of high value, well maintained older homes in the Grove Park Area, and a section of new residential construction on the slopes of Sunset Mountain. Multi-family dwellings are located on scattered sites throughout these residential sections. Commercial development is limited to Merrimon Avenue and the southern part of Charlotte Street. One exception is a radio and television station located on Macon Avenue in the Grove Park section. This use, however, is located in a very attractive, renovated mansion which actually upgrades its immediate environment.

Land use problems are limited to the lack of adequate buffer protection between commercial uses along Merrimon Avenue and adjacent residences. Although not an existing problem, the threat of apartment conversions casts a cloud on land values throughout most of the Area. In time, no doubt many of the large old homes will become uneconomical and obsolete as single family residences. Proper zoning provisions could help minimize this problem.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	208	38	52
SINGLE FAMILY	191	35	47
MULTI-FAMILY	17	3	5
COMMERCIAL	10	2	3
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	105	19	24
STREETS	88	16	21
RAILWAY	-	-	-
WATER	-	-	-
VACANT LAND	134	25	-
TOTAL ACRES	545	100	100

PERCENT DEVELOPED LAND: 75%
STRUCTURES PER RESIDENTIAL ACRE: 2.8
HOUSING UNITS PER RESIDENTIAL ACRE: 3.5

ZONING

All of Study Area 8 is zoned and no critical zoning problems exist. However, the Asheville Planning and Zoning Board might consider a review of existing zoning to determine whether any upgrading in residential zones is advisable. Also, adequate provisions to protect against apartment conversions should be included in any zoning revisions.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	140.65
RA-9 RESIDENTIAL	4.59
RA-8 RESIDENTIAL	332.03
RA-6 RESIDENTIAL	58.55
RA-5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	2.32
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	7.58
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	—
UNZONED	—

POPULATION

Area 8 currently contains an all-white population of 2,091. Assuming an increase in apartment development on available vacant lots and full development of Sunset Mountain's slopes at a density of one unit per residential acre, the Area could contain an ultimate population of 3,176.

STREETS

Charlotte Street, Kimberly Avenue, and Macon Avenue serve as major collectors of Study Area 8's traffic. Minor residential streets are generally well-maintained and no major problems exist. An unusually large portion of the area, 21 percent, is devoted to streets because of the rugged topography in the east. Streets in the east are very narrow, blind intersections are the rule rather than the exception and adequate sight distances are non-existent. Despite these conditions it is an area of extremely high value and high quality housing.

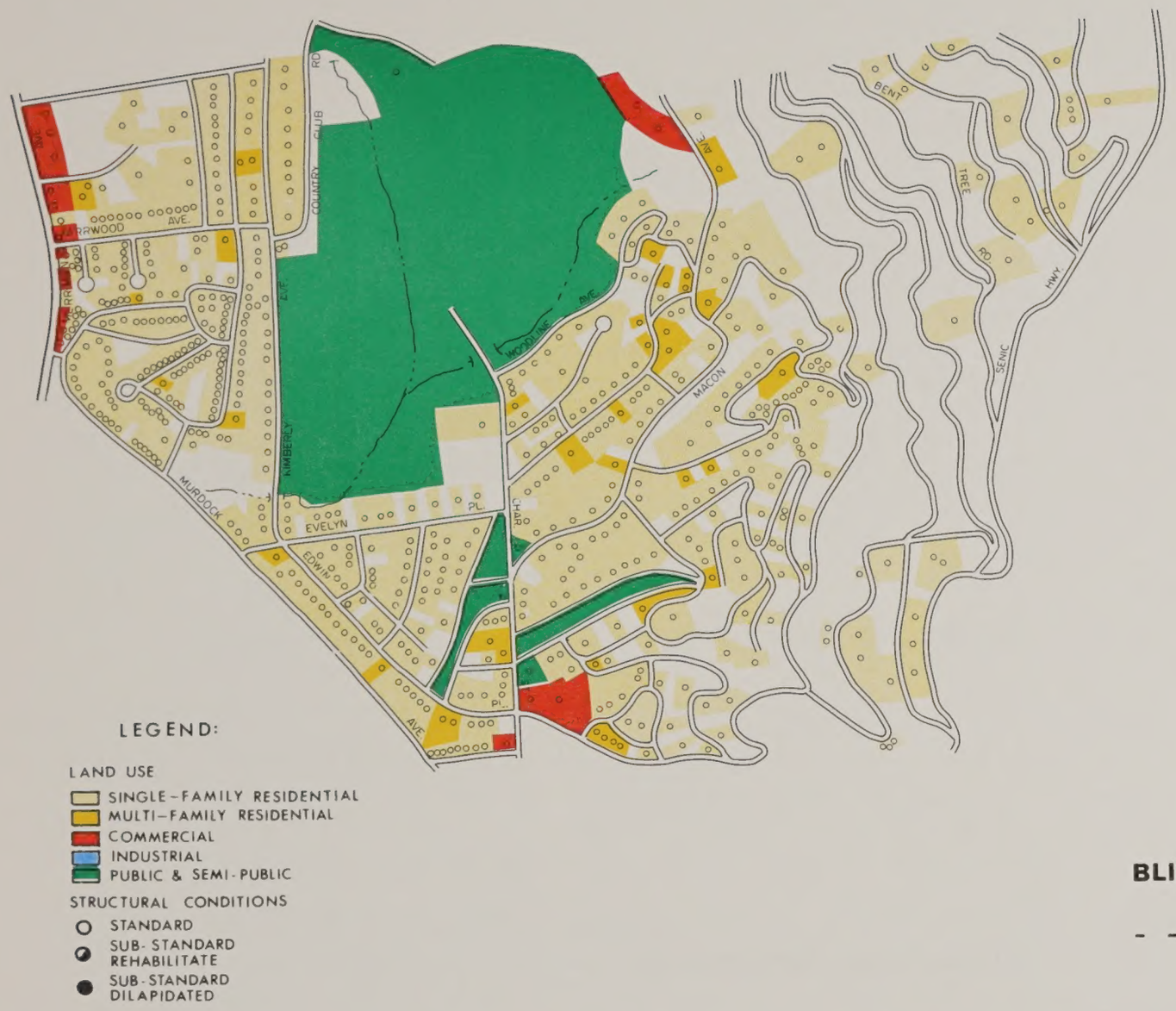
FUTURE LAND DEVELOPMENT

Study Area 8 will continue to be a section of well-maintained older homes. However, there will be a moderate influx of multi-family use at scattered locations throughout the Area. Commercial use will not, and definitely should not be permitted, to locate within the Area.

STRUCTURAL CONDITIONS

No sub-standard structures are found within Study Area 8.

LAND USE and STRUCTURAL CONDITIONS



STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	536	0	36	0	4	17	0	593
SUB-STANDARD REHABILITATE	0	0	0	0	0	0	0	0
SUB-STANDARD DILAPIDATED	0	0	0	0	0	0	0	0
TOTALS	536	0	36	0	4	17	0	593

RESIDENTIAL STRUCTURES: 572 NON-RESIDENTIAL STRUCTURES: 21

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	100 %	100 %
SUB-STANDARD REHABILITATE	—	—
SUB-STANDARD DILAPIDATED	—	—

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	721	0	721	100
SUB-STANDARD REHABILITATE	—	-	—	—
SUB-STANDARD DILAPIDATED	—	-	—	—

LIVING IN SUB-STANDARD HOUSING: 0 %

OWNER OCCUPIED: 65 % RENTER OCCUPIED: 35 %

AVERAGE VALUE: $ 20,720 AVERAGE RENT: $ 85.50

IMPACT FEATURES

Asheville Country Club

The Asheville Country Club is located in the north central part of Study Area 8. This facility exerts, and will continue to exert, a positive influence on environmental conditions. The 18-hole golf course provides the Area with a large expanse of open land which enhances the natural beauty of this attractive section of Metropolitan Asheville.

BLIGHTING FACTORS

- - no significant factors contributing to blight exist in this Area.

RECOMMENDED RENEWAL TREATMENT

Conservation is the only treatment needed in Study Area 8. Blight is not a problem in this Area which should remain a stable section of quality residences. The desirability of such residences within minutes of downtown Asheville should continue to encourage renovation and a high degree of property maintenance. The only potential danger is the conversion of the larger, older homes to apartment units without proper controls for density and parking requirements. This condition should be given special study by the Asheville Planning and Zoning Commission and any appropriate revisions deemed necessary adopted.

STUDY AREA 19

Older, but well-maintained residential dwellings and Asheville-Biltmore College dominate the character of Study Area 19. This Area will experience substantial changes as Asheville-Biltmore College grows. It is bound on the north by Lookout Road and a series of minor streets, on the east by Merrimon Avenue, on the south by King Street and on the west by Broadway and the proposed Weaverville Freeway.

LAND USE

The Asheville-Biltmore College campus occupies the western portion of Study Area 19. Single family residential uses is predominant in the eastern portion. Multi-family use is limited to one large garden apartment development, Edgewood Knoll, which is located in the southeast. Commercial activities are limited to locations along Merrimon Avenue on the Area's eastern boundary.

No critical land use problems exist in the Area. Some inappropriately located commercial uses are found on Merrimon Avenue. For example, an automobile repair garage with unsightly outside storage is located on Merrimon Avenue in the northeast. However, this use and less obnoxious non-conforming uses will gradually be eliminated by increasing land values and new commercial construction.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	125	29	57
SINGLE FAMILY	105	25	48
MULTI-FAMILY	20	4	9
COMMERCIAL	5	1	2
INDUSTRIAL	-	-	-
PUBLIC & SEMI-PUBLIC	41	10	19
STREETS	50	12	22
RAILWAY	-	-	-
WATER	-	-	-
VACANT LAND	205	48	-
TOTAL ACRES	426	100	100

PERCENT DEVELOPED LAND: 52
STRUCTURES PER RESIDENTIAL ACRE: 3.6
HOUSING UNITS PER RESIDENTIAL ACRE: 4.9

ZONING

The extreme eastern portion of Area 19 is unincorporated and unzoned. Extra-territorial zoning jurisdiction should be extended to this section by the City of Asheville as soon as possible to afford protection to Asheville-Biltmore College. The remainder of the Area is adequately zoned.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	3.67
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	201.13
RA-5 RESIDENTIAL	—
RA-M RESIDENTIAL	—
INSTITUTIONAL	95.74
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	19.52
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	4.13
INDUSTRIAL	—
UNZONED	101.59

POPULATION

The area contains a population of 1,784 people. When fully developed at the existing residential density, it could house an ultimate population of 2,667.

STREETS

King Street and Edgewood Road are the major collectors of traffic for Area 19. King Street is part of the Metropolitan Area's major thoroughfare system and will become the major entrance to Asheville-Biltmore College from both the east and the west. Minor streets are generally too narrow, contain an excessive number of blind intersections and curves, and are badly designed. This condition is a result of rugged topographic conditions and has not proved detrimental to the residential environment. Extreme care should be taken to protect King Street and Edgewood, the two streets which provide direct access to Asheville-Biltmore College, from commercial encroachment.

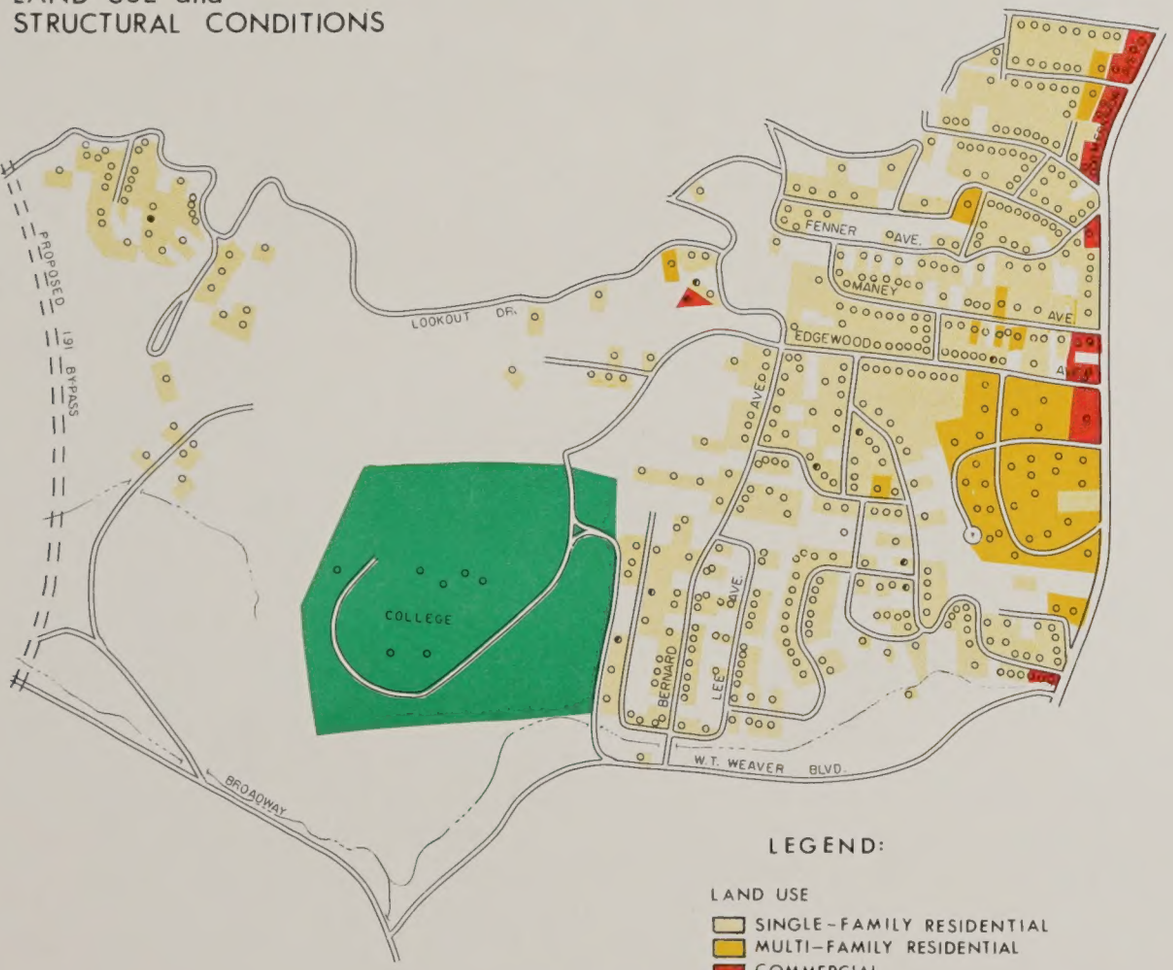
FUTURE LAND DEVELOPMENT

The growth and expansion needs of Asheville-Biltmore College will dominate the future of Study Area 19. This factor could prove beneficial or detrimental to the eastern portion of the Area depending upon the wisdom of future plans and their implementation. This Area should experience relatively rapid residential growth, particularly multi-family dwellings.

STRUCTURAL CONDITIONS

Structures throughout the Study Area, although many are old, are very well maintained and pose no serious environmental problems. Only 1.5 percent of the structures are rated sub-standard, and they are at scattered locations throughout the Area. A minimum code enforcement effort should correct this minor problem.

LAND USE and
STRUCTURAL CONDITIONS



LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	407	0	36	0	7	18	0	468
SUB-STANDARD REHABILITATE	8	0	0	0	0	1	0	9
SUB-STANDARD DILAPIDATED	1	0	0	0	0	0	0	1
TOTALS	416	0	36	0	7	19	0	478

RESIDENTIAL STRUCTURES: 452 NON-RESIDENTIAL STRUCTURES: 26

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	98.0%	97.9%
SUB-STANDARD REHABILITATE	1.8%	1.9%
SUB-STANDARD DILAPIDATED	.2%	.2%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	606	0	606	98.5
SUB-STANDARD REHABILITATE	8	0	8	1.3
SUB-STANDARD DILAPIDATED	1	0	1	.2

LIVING IN SUB-STANDARD HOUSING: 1.5 %

OWNER OCCUPIED: 45 % RENTER OCCUPIED: 55 %

AVERAGE VALUE: $ 8,700 AVERAGE RENT: $ 71.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 19

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -			UNDER 6 -		
2 -	2		6-13 -	1	
3 -			14-17 -		
4 -			18-19 -	3	
5 -	2		20-29 -	2	
6 -			30-39 -	1	
7 -			40-59 -	4	
8 OR MORE -			60 & OVER -	3	
TOTAL	4		TOTAL	14	

AVERAGE FAMILY SIZE: WHITE 3.5 NON-WHITE 0
OVERALL AVERAGE FAMILY SIZE: 3.5

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000			UNSKILLED		
$2,000 - $3,000			SEMI-SKILLED	2	
$3,000 - $4,000	1		SKILLED		
$4,000 - $5,000	1		PROFESSIONAL		
OVER - $5,000					

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$8,500	
AVERAGE INCOME, FAMILY:	$8,500	
PER CAPITA INCOME:	$2,428	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	3	
RECEIVING WELFARE:		

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	2		$25 OR LESS -		
OWNER OCCUPIED -	2		$25 TO $34 -		
AVERAGE MONTHLY RENTAL - $50.00			$35 TO $44 -	1	
			$45 TO $54 -		
			$55 TO $65 -		
			$65 OR MORE -	1	

OVERALL AVERAGE MONTHLY RENTAL: $50.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.55	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	NONE	

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 0%

IMPACT FEATURES

Asheville Biltmore College

Asheville Biltmore College is located on a 157 acre tract in the western part of Study Area 19. It was first occupied in 1961 and now contains seven very attractive, well-designed structures. Asheville - Biltmore's recent promotion to senior college status will greatly accelerate the present student enrollment of 600. Increased enrollment is anticipated, by the Metropolitan Planning Board's Community Facilities Plan, to reach 1,000 by 1970 and 2,000 by 1980.

Evidence of Asheville-Biltmore's impact on Area 19 is already evident by noting recent residential construction. The college's influence, if properly planned, should result in a high value, quality environment for Area 19.

BLIGHTING FACTORS

- - lack of zoning and housing code controls in the unincorporated western portion of the Area.

- - a small number of inappropriately located commercial uses along Merrimon Avenue.

- - scattered instances of poor structure and site maintenance in the north central section and a small amount of outside storage.

- - uncontrolled outside storage in connection with a mislocated automobile repair garage in the northeast on Merrimon Avenue.

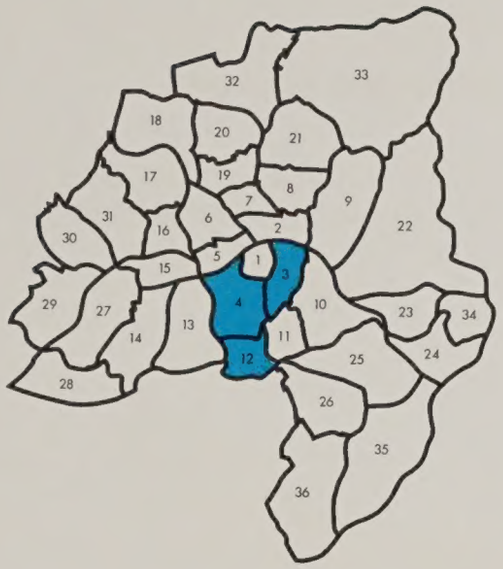
- - lack of adequate buffer treatment between commercial and residential uses.

RECOMMENDED RENEWAL TREATMENT

Conservation is the only treatment needed in Study Area 19. A continuation of responsible property maintenance by owners and of sound zoning and housing code enforcement should maintain the favorable environment which now exists. It is recommended, however, that the Metropolitan Planning Board undertake a special study of the impact Asheville-Biltmore College will have on the Area. Such a study should include recommendations on special zoning provisions necessary to provide a compatible relationship between the college and other developments as well as detailed land use and thoroughfare planning.

SOUTH CENTRAL UNIT

Study Areas 3, 4, and 12 make up the South Central Unit. It is a severely blighted area of predominantly non-white housing located immediately south of the Asheville CBD. The Unit now contains two active urban redevelopment projects and two more are proposed by this study.



Blighting conditions of every type and degree are found in the South Central Unit. It contains a high percentage of sub-standard structures, of adverse social conditions, of land use problems, of poor property maintenance, of poorly designed streets and lots, and of general obsolescence. The use of land is predominantly residential with significant amounts of commercial and industrial use located along the major thoroughfares, along the French Broad River and around the fringes of the CBD.

The Civic Redevelopment Project and especially the East Riverside Redevelopment Project will provide the South Central Unit with its first opportunity for environmental improvement. These projects will encourage improvements and new growth in adjacent lands, and if complemented by additional renewal activities, they will transform South Central Asheville from an environmental liability to a community asset.

PERTINENT STATISTICS

POPULATION:		
	WHITE	1,308
	NON-WHITE	7,208
	TOTAL	8,516

ULTIMATE POPULATION POTENTIAL: 9,999

USE OF LAND	ACRES	PERCENT
RESIDENTIAL	375	22.2
SINGLE FAMILY	341	20.2
MULTI-FAMILY	34	2.0
COMMERCIAL	106	6.3
INDUSTRIAL	112	6.6
PUBLIC & SEMI-PUBLIC	199	11.8
STREETS & RAILWAY	360	21 3
WATER	34	2.0
VACANT LAND	505	29.8
TOTAL ACRES	1,691	100.0

DEVELOPED LAND: 70.2 %
HOUSING UNITS PER RESIDENTIAL ACRE: 3.7

STRUCTURAL CONDITIONS	NUMBER OF STRUCTURES	PERCENT
STANDARD	649	47.3
SUB-STANDARD REHABILITATE	583	42.4
SUB-STANDARD DILAPIDATED	143	10.3
TOTAL STRUCTURES	1,375	100.0

LIVING IN SUB-STANDARD HOUSING: 56.3 %

STREETS SYSTEM

Major Streets

Biltmore Avenue - provides north-south access through the central part of the South Central Unit. It is a heavily traveled commercial street which should be widened to provide a minimum of four traffic lanes and two emergency lanes throughout its length.

McDowell Street - provides through connections with Southside Avenue and Ashland Street in the north, and north-south access through the entire length of the South Central Unit. McDowell Street and Southside Avenue should be widened throughout their lengths to provide four moving lanes with two emergency lanes. A narrow median would also be desirable.

Meadow Road-Lyman Street - begins at McDowell Street in the south and provides access around the southern and western fringes of the South Central Unit. This route serves all the industrial areas along the Southern Railroad property and affords the only continuous route between South Asheville and the industrial areas along the French Broad River and in West Asheville. This route also serves as

a major truck route through the City of Asheville. The facility is a two-lane highway throughout its length, and should be improved to a four lane facility with usable shoulders.

Major Streets within the South Central Unit

French Broad Avenue - provides north-south access through the central part of Study Area 4 and serves as a major collector of that Area's traffic.

Depot Street - provides east-west access through Study Area 4. Should be widened from McDowell Street to Clingman Avenue to provide two moving lanes and two emergency lanes.

Valley Street - a major collector of traffic for Study Area 3, Valley is an important traffic carrier for traffic between north and south Asheville. Some of its traffic burden will be diverted to the proposed Loop Expressway, but it will always remain an important arterial and should be improved throughout its length.

Summary of Conditions

Street conditions within the South Central Unit are very bad. Almost all of the minor residential streets are poorly designed and functionally deficient. Narrow streets with inadequate off street parking and poorly designed intersections and curves are more numerous throughout the residential sections than are adequate streets. Renewal activities will afford an opportunity to correct existing deficiencies and to provide a functional traffic system.

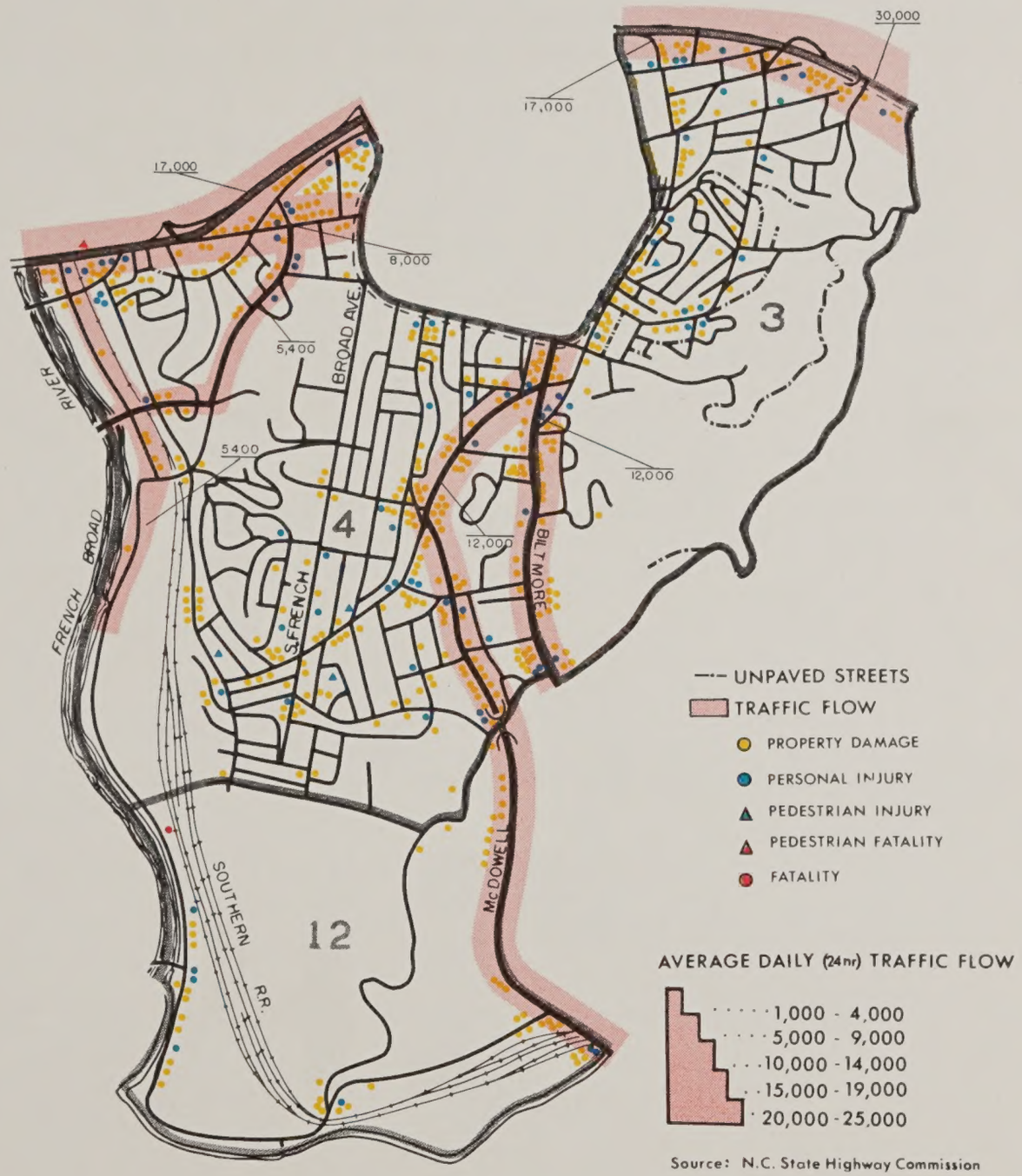
STREET CONDITIONS

STUDY AREA	PAVED STREETS (Miles)	UNPAVED STREETS (Miles)	TOTAL (Miles)
3	14.47	3.69	18.16
4	40.96	2.04	43.00
12	4.44	.23	4.67
SOUTH CENTRAL UNIT	59.87	5.96	65.83

TRAFFIC ACCIDENTS

STUDY AREA	VECHICULAR			PEDESTRIAN	
	Property Damage	Personal Injury	Fatality	Personal Injury	Fatality
3	110	29	-	2	-
4	256	50	-	5	-
12	40	7	1	-	-
SOUTH CENTRAL TOTALS	406	86	1	7	0

STREET CONDITIONS



Source: N.C. State Highway Commission

COMMUNITY FACILITIES AND SERVICES

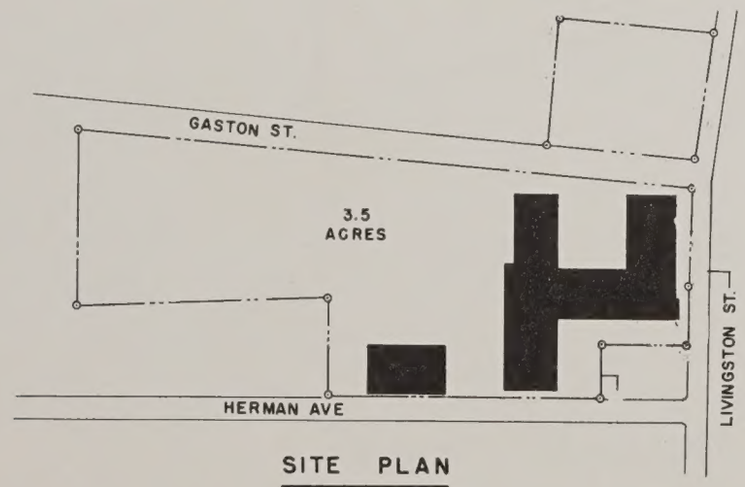
SCHOOLS

Four elementary schools - Hill Street, Herring, Livingston Street and Newton - serve the South Central Unit. Hill Street and Newton are located immediately outside the Unit and serve the north part of Study Area 4 and east part of Area 12 respectively. Hill Street School is separated from Area 4 by the Crosstown Expressway but safe access is provided by a pedestrian bridge. The remainder of Area 4 is served by the Livingston Street School, and Herring School serves all of Study Area 3. Each school, including those located outside the Unit, is within a one mile radius of the sections it serves.

The City of Asheville's two senior high schools, South French Broad and Lee Edwards, are located within the South Central Unit as is the David Millard Junior High School.

Livingston Street Elementary School

The Livingston Street School is housed in a well maintained two-story brick structure located in the southern part of Area 4. It is, however, located on an excessively small site which is devoid of any landscaping and buffer treatment efforts. The site fronts streets on three sides and in all cases the main building is inadequately set back twenty feet or less from the street. The playground area is very poor regarding size, landscaping and equipment. The surrounding environment is extremely blighted and contains a full range of sub-standard conditions. The only positive factor regarding the Livingston Street School site is its location within the East Riverside Redevelopment Project. It is strongly recommended that the expansion and improvement of this site be made a definite part of the East Riverside Project plan.



SITE PLAN

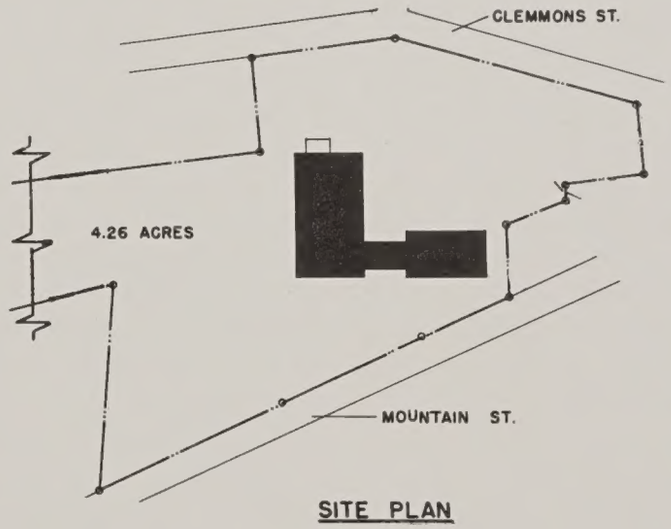
Site Size:	3.5 acres
Condition of Structure:	standard - functional
Year Constructed:	1927, addition: 1952
Pupil Capacity:	575
Present Enrollment	670
Playground:	very inadequate
Environmental Setting:	very poor

Existing Needs:

Classrooms:	4
Acreage:	8
Other:	landscaping buffer treatment parking facilities expanded and improved playground

Herring Elementary School

The Herring Elementary School is located in the northern part of Study Area 3 on an attractive but poorly landscaped site of less than five acres. It is housed in a new, well designed, very attractive two-story steel and stone structure. No attempt has been made to screen the site from the sub-standard residential environment which exists within the immediate vicinity. Playgound space is not adequate in size or improvements.



SITE PLAN

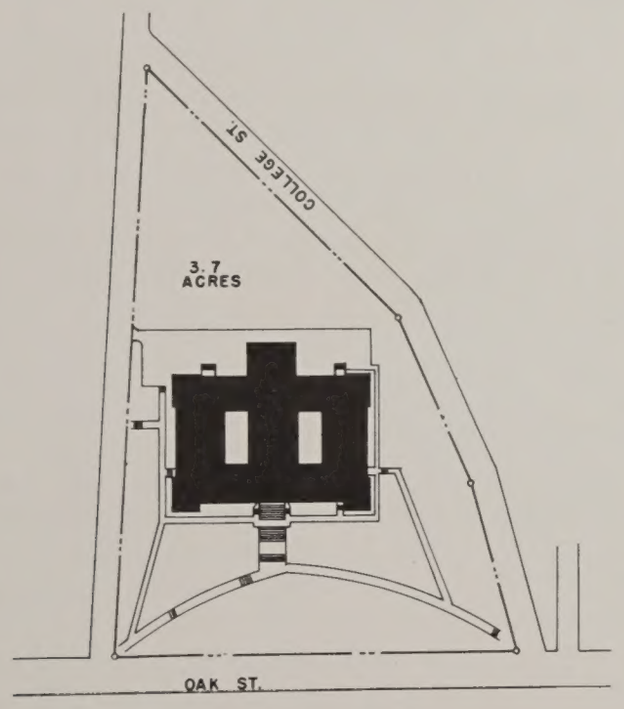
Site Size:	4.26 acres
Condition of Structure:	standard - functional
Year Constructed:	1961
Pupil Capacity:	420
Present Enrollment:	400
Playground:	inadequate
Environmental Setting:	fair

Existing Needs:

Classrooms:	0
Acreage:	5.5
Other:	landscaping buffer treatment improved play area

David Millard Junior High School

The David Millard Junior High School is located on an extremely inadequate site of less than four acres in the north part of Study Area 3. The site is surrounded by streets and incompatible land uses; however, this problem will ultimately be corrected because of its location within the currently active Civic Redevelopment Project. This will also enable the purchase of additional land which is badly needed. The physical plant is the oldest in the City of Asheville school system, but is structurally sound and well maintained. Recreation and parking facilities are completely inadequate. The David Millard School should be abandoned and replaced as soon as such action is economically feasible.



SITE PLAN

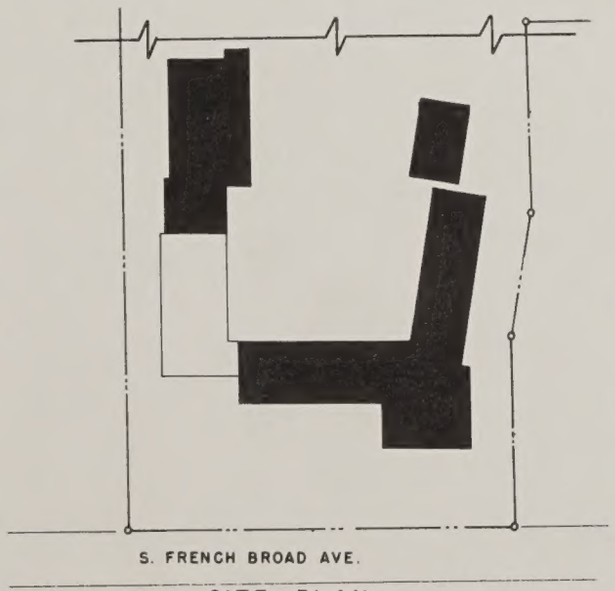
Site Size:	3.75 acres
Condition of Structure:	standard - functionally obsolete
Year Constructed:	1918
Pupil Capacity:	775
Present Enrollment:	630
Playground:	inadequate
Environmental Setting:	very poor

Existing Needs:

Classrooms:	0
Acreage:	17
Other:	complete internal renovation definite plans for future abandonment.

South French Broad High School

South French Broad High School is a new plant presently used as an all-Negro senior high school but planned for junior high school use in the future. It is located on an 18 acre site in the north part of Study Area 4. The physical plant is a new complex consisting of a large two-story brick classroom building and a gymnasium. The brick classroom building is well protected from adjacent land by topography and could be attractive if properly landscaped. The recreational area, which is still in the development stage, is adequate in size.



SITE PLAN

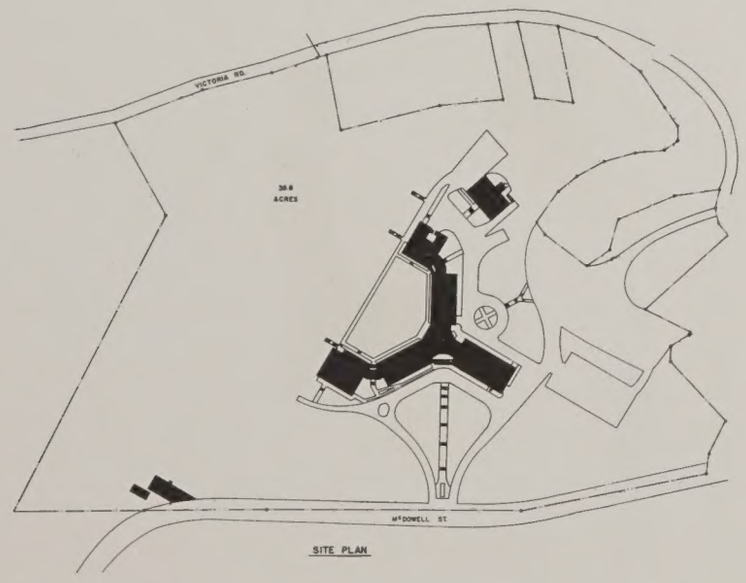
Site Size: 18 Acres
Condition of Structure: standard - functional
Year Constructed: 1965
Pupil Capacity: 1,000
Present Enrollment: 1,000
Playground: adequate
Environmental Setting: good

Existing Needs:

Classrooms: 0
Acreage: 17 to meet current standards
Other: auditorium
landscaping

Lee Edwards High School

Lee Edwards High School is located on a very attractive site in the northeast part of Study Area 12. The overall site is very nicely landscaped containing a well designed entrance court, planted screens for buffering and terraced levels to separate different use areas. The physical plant consists of three well maintained, structurally sound stone buildings. The structures are well buffered and properly set back from frontage on McDowell Street. No land use problems are associated with the Lee Edwards site, but existing zoning along McDowell Street might be reviewed to assure no future problems.



SITE PLAN

Site Size: 35.8 Acres
Condition of Structure: standard - functional
Year Constructed: 1927
Pupil Capacity: 2,000
Present Enrollment: 1,620
Playground: adequate
Environmental Setting: excellent

Existing Needs:

Classrooms: 0
Acreage: 0
Other: Vocational buildings

RECREATION

Several playgrounds, community centers and community parks are located within the South Central Unit, but most are too poorly equipped or developed to effectively meet recreational and cultural needs.

Study Area 4 is served by three community parks, one community center and play area, and one school playground. These facilities are:

1) Aston Park - is a well landscaped ten acre facility located in the north part of Area 4. It has six tennis courts, shuffle board facilities, play area, small ball field, and picnic tables. No parking facilities are available. Adequately meets recreational needs in the north of Area 4.

2) Walton Park - is located in the northwest of Study Area 12, but is accessible only from Area 4. Past function has been to serve as a city-wide park for Asheville's Negro community. Contains swimming pool, bath house, softball diamond, tennis courts, picnic tables and play areas. It is poorly landscaped and accessibility is difficult. Both of these problems should be improved by the East Riverside Redevelopment Project. Effectively serves southern part of Area 4.

3) Asheland Avenue Community Center - is an obsolete, completely inadequate two-story wooden structure located in the northeast part of Area 4. The site houses the community center building and a small play area.

4) Murray Hill Park - is located in the northwest part of Area 4. It contains a lighted ball diamond and play area. Accessibility is extremely bad and facilities are in poor condition.

5) Livingston Street School Playground - is located in the south central part of Area 4. This facility is completely inadequate as to size and equipment.

The Herring School playground is the only facility providing outdoor recreation space to Study Area 3, and it is inadequate. The Valley Street Community Center is also located in Area 3, but is housed in a functionally obsolete structure which falls far short of meeting existing needs. The lack of facilities in Study Area 12 is not a problem because of the small amount of residential development.

The following recommendations, if implemented, would adequately meet the South Central Unit's recreational and cultural needs. Major improvements to all existing parks and school playgrounds, location of a new play area in the south central part of Area 3 and the construction of new community centers to replace the Asheland Avenue and Valley Street Centers.

Two municipally owned facilities for organized baseball and football activities are located in the South Central Unit near the junction of Valley Street and Biltmore Avenue. McCormick Field is a 4,000 seat capacity, lighted professional baseball stadium, and Memorial Stadium provides 5,162 seats for football. Both are obsolete and should be replaced with modern structures to meet the future needs of the Metropolitan Area.

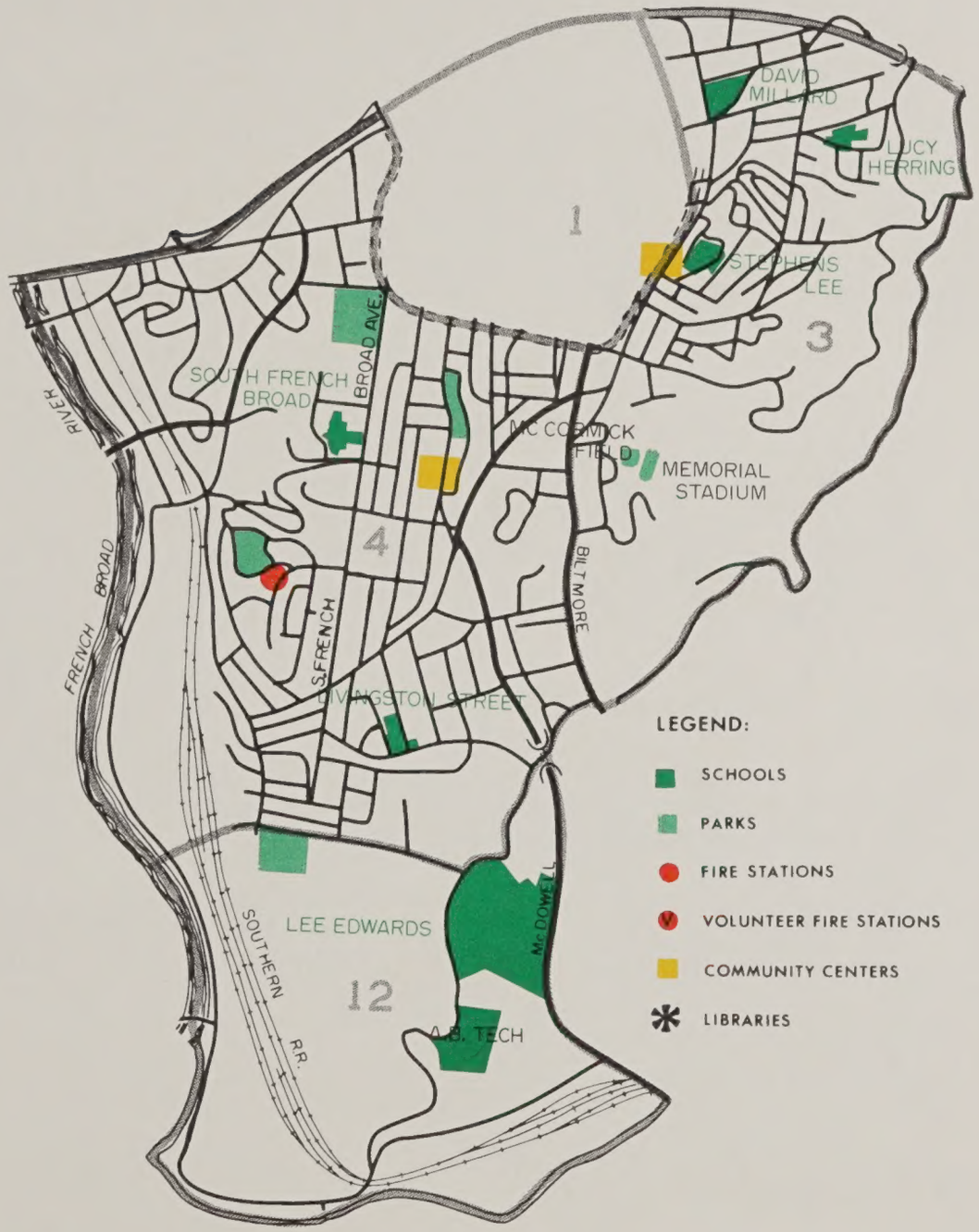
FIRE PROTECTION

All of the South Central Unit is within one mile of a fire station. Study Area 3 is within ½ mile of the Central Fire Station, and the remainder of the Area is within a 1½ mile radius of both the Central Station and the Bartlett Street Station located in Area 4.

MAJOR FIRES

STUDY AREA	NUMBER (Two year period)	PERCENT OF ENTIRE AREA UNDER STUDY
3	24	9.00
4	39	15.00
12	1	.30
SOUTH CENTRAL UNIT	64	24.30

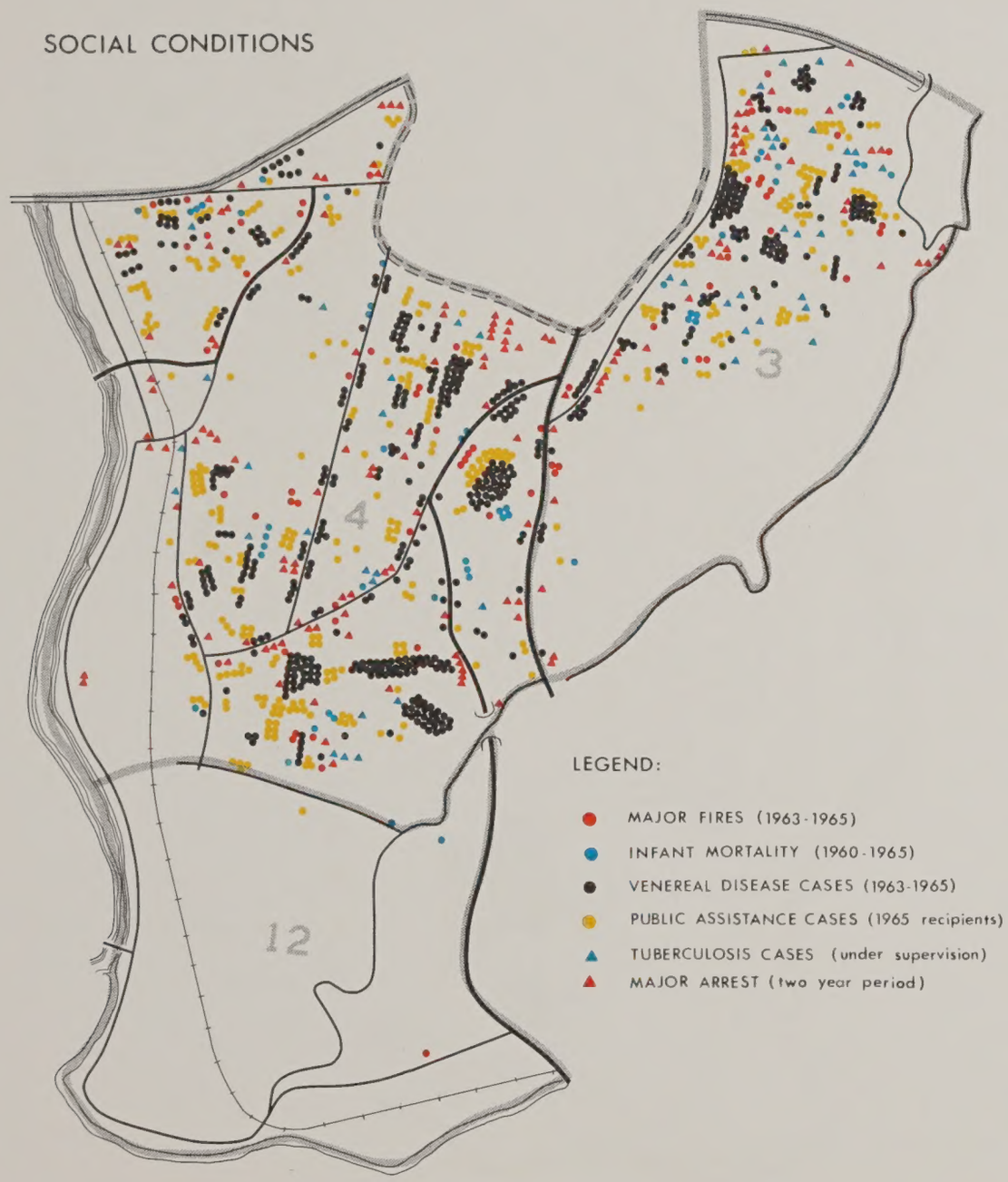
COMMUNITY FACILITIES



UTILITIES

Utilities are adequate throughout the South Central Unit.

SOCIAL CONDITIONS



SOCIAL CONDITIONS

The highest incidence of social conditions reflecting blight within the Metropolitan Area is found in the South Central Unit. These conditions are located throughout the Unit as are conditions of physical blight. They point out the need for a total renewal dffort including social programs if the South Central Unit's overall environment is to be successfully upgraded. Within the Neighborhood Analysis Planning Area, the South Central Unit accounted for:

38.6 PERCENT OF THE TUBERCULOSIS CASES
24.3 PERCENT OF THE INFANT MORTALITY
50.2 PERCENT OF THE VENEREAL DISEASE CASES
34.0 PERCENT OF THE PUBLIC ASSISTANCE CASES
33.7 PERCENT OF THE MAJOR ARRESTS

STUDY AREA 3

Study Area 3 is a blighted section of predominantly non-white housing located immediately east of the Central Business District. Topographic features present it with the potential for an attractive residential environment with scenic views. The area is bound by the Crosstown Expressway on the north, by the ridge lines of Beaucatcher Mountain on the south, and by Biltmore Avenue and Valley Street on the west.

LAND USE

Study Area 3 is only 57 percent developed despite its central location. This condition could be attributed to the high degree of blight which retards new growth and the rugged slopes of Beaucatcher Mountain which dominate the eastern part of the area. Single-family residential and public activities are the predominant uses of land in Area 3. The large amount of public usage is accounted for by the large number of churches, the Allen School, a private church school for girls, located in the north and the McCormick-Memorial Stadium complex in the southwest. Residential uses are generally limited to the Catholic Hill section in the north central part of Area 3. Commercial activities are primarily restricted to locations along Valley Street and Biltmore Avenue in the west.

Land use problems are a major contributor to blight in Study Area 3. Problems of mixed land use and inappropriately located land uses are acute along Valley Street and Biltmore Avenue in the west. These streets contain a number of commercial uses which are incompatible with adjacent residences and which are not adequately buffered from residences. Narrow, poorly platted lots are also a problem throughout the Area.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	112	23	40
SINGLE FAMILY	99	21	35
MULTI-FAMILY	13	2	5
COMMERCIAL	15	3	6
INDUSTRIAL	4	1	2
PUBLIC & SEMI-PUBLIC	67	14	24
STREETS	79	16	28
RAILWAY	-	-	-
WATER	-	-	-
VACANT LAND	202	43	-
TOTAL ACRES	479	100	100

PERCENT DEVELOPED LAND: 57
STRUCTURES PER RESIDENTIAL ACRE: 5.7
HOUSING UNITS PER RESIDENTIAL ACRE: 7.2

ZONING

The entire land area of Study Area 3 is zoned and no critical zoning problems exist. The northern most part of the area is within the Civic Redevelopment Project and will be re-zoned upon execution of the Project plan. Existing zoning in areas adjacent to the project should be reviewed to assure conformity with the goals and objectives of the Civic Redevelopment Project.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	107.93
RA- 5 RESIDENTIAL	228.58
RA-M RESIDENTIAL	—
INSTITUTIONAL	27.09
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	2.76
ROADSIDE BUSINESS	—
BUSINESS	7.85
COMMERCIAL	97.42
INDUSTRIAL	—
UNZONED	—

POPULATION

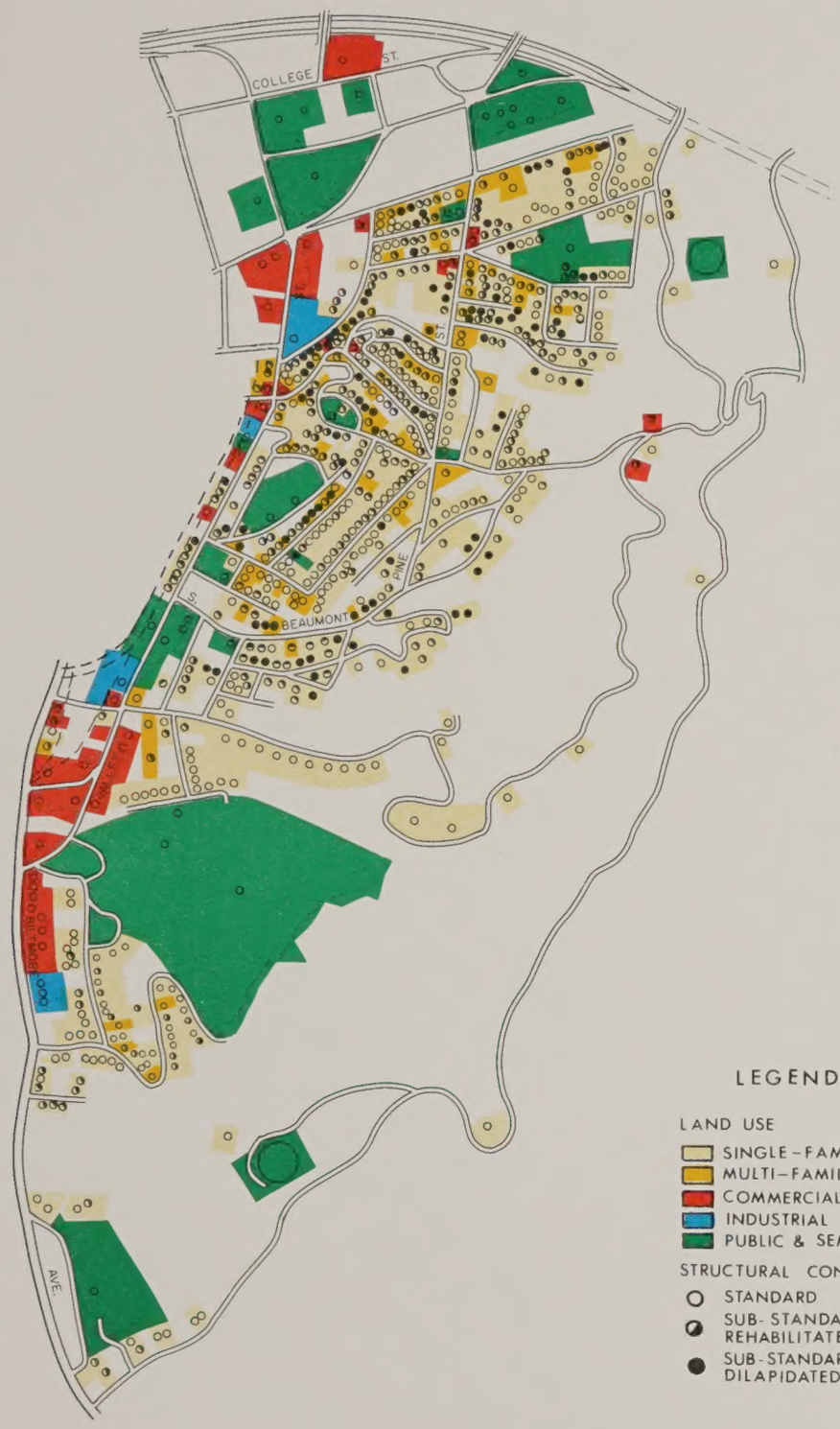
A white population of 399 and a non-white population of 2,099 resides within the boundaries of Study Area 3. The white population is generally limited to the southwest. An ultimate population of 3,400 is potentially possible when all of the suitable residential lands are developed. This estimate is based on a density of one unit per residential acre on the slopes of Beaucatcher Mountain and a density of 4.5 units per residential acre assuming the redevelopment of Catholic Hill as a combination single-family - multi-family residential section.

STREETS

Through traffic circulation in Study Area 3 is restricted to the north and west peripheries. Beaucatcher Mountain prevents the possibility of quick access on an east-west basis through the area. One facility, Beaucatcher Road, does wind across the mountain and provides access into Study Area 10. Through east-west access is provided by the Crosstown Expressway on the northern boundary and through north-south access is provided by Valley Street and Biltmore Avenue on the western boundary. No major collector streets are found within the interior of the Area, and all traffic drains westward to Valley Street or Biltmore Avenue by using a number of minor residential streets.

Streets within the Area are generally in very poor condition. Most are too narrow, are badly aligned, contain a number of poorly designed and blind intersections and do not provide for functional traffic circulation. The inadequate street conditions are compounded by problems of inadequate off-street parking, overcrowded living conditions and sections of high residential densities. Street improvements are badly needed and will be a basic prerequisite for upgrading the Area. Such action should be included as part of the renewal program which is proposed for Study Area 3.

LAND USE and
STRUCTURAL CONDITIONS



LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

FUTURE LAND DEVELOPMENT

The Civic Redevelopment Project plan will provide for public and semi-public use in that part of Study Area 3 north of Poplar Street. Commercial development will continue along Biltmore Avenue in the southwest. The interior will continue to be a partially developed area of sub-standard housing unless clearance and redevelopment actions are initiated. If such actions are implemented, the interior of Study Area 3 will become a very desirable and attractive section for moderately priced housing, both single-family and multi-family. The completion of such a project would encourage development of presently vacant lands for similar type housing. This would provide the Metropolitan Area with some strategically located land for easing the demands for moderately priced housing.

STRUCTURAL CONDITIONS

The condition of structures is the major problem of Study Area 3. Over 60 percent of the Area's people live in sub-standard housing. This housing is basically concentrated in the Catholic Hill-East End residential section located in the north-central part of the Area. Within this section, sub-standard conditions exceed 75 percent and clearance and redevelopment action will be the only possible means of correction. Many of the structurally sound commercial buildings along Valley Street and Biltmore Avenue are functionally obsolete. Poor structural and site maintenance is a problem throughout the entire Study Area.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	82	143	5	22	19	26	6	303
SUB-STANDARD REHABILITATE	29	217	3	45	2	12	0	308
SUB-STANDARD DILAPIDATED	0	83	0	12	1	0	0	96
TOTALS	111	443	8	79	22	38	6	707

RESIDENTIAL STRUCTURES: 614 NON-RESIDENTIAL STRUCTURES: 66

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	39.3 %	42.8 %
SUB-STANDARD REHABILITATE	45.9 %	43.6 %
SUB-STANDARD DILAPIDATED	14.8 %	13.6 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	94	226	320	39.7
SUB-STANDARD REHABILITATE	35	340	375	46.5
SUB-STANDARD DILAPIDATED	—	111	111	13.8

LIVING IN SUB-STANDARD HOUSING: 60.3 %

OWNER OCCUPIED: 39 % RENTER OCCUPIED: 61 %

AVERAGE VALUE: $ 6,458 AVERAGE RENT: $ 36.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 150

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -		25	UNDER 6 -	2	68
2 -	2	34	6-13 -		117
3 -	2	23	14-17 -	1	62
4 -	1	18	18-19 -		14
5 -	1	10	20-29 -	4	46
6 -		10	30-39 -	1	47
7 -		11	40-59 -	4	114
8 OR MORE -		13	60 & OVER -	7	84
TOTAL	6	144	TOTAL	19	552

AVERAGE FAMILY SIZE: WHITE 3.16 NON-WHITE 3.83

OVERALL AVERAGE FAMILY SIZE: 3.8

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000		9	AGRICULTURE		
$1,000 - $2,000	1	29	UNSKILLED	1	64
$2,000 - $3,000	1	40	SEMI-SKILLED	3	34
$3,000 - $4,000	1	19	SKILLED		3
$4,000 - $5,000		16	PROFESSIONAL		
OVER - $5,000	1	3			

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$2,700	$2,470
AVERAGE INCOME, FAMILY:	$3,545	$2,851
PER CAPITA INCOME:	$1,090	$ 637
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	6	48
RECEIVING WELFARE:		27

HOUSING:	WHITE	NON WHITE
RENTER OCCUPIED -	2	103
OWNER OCCUPIED -	4	41
AVERAGE MONTHLY RENTAL-	$35.00	$29.45

MONTHLY RENT:	WHITE	NON WHITE
$25 OR LESS -		39
$25 TO $34 -		32
$35 TO $44 -	2	27
$45 TO $54 -		3
$55 TO $65 -		2
$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $29.56

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.35	1.86
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	1	34

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 23.3%

IMPACT FEATURES

Civic Redevelopment Project

A portion of the Civic Redevelopment Project extends into the northern part of Study Area 3. This land will be redeveloped exclusively for public and semi-public use and should favorably influence future development in that vicinity. It might very well change the character of Poplar Street assuming sufficient tracts of land can be assembled for new developments.

Topography and Central Location

Central location and strategic access to the Metropolitan Freeway System plus attractive, scenic land offers Study Area 3 unlimited potential if blighting conditions are eliminated and retarded.

BLIGHTING FACTORS

- - poor traffic circulation throughout the interior.
- - an extremely high percentage of sub-standard housing, with an intense concentration in the north central residential sections.
- - poor structural and site maintenance throughout the Area.
- - instances of mixed land use throughout the Area and especially on Valley Street and Biltmore Avenue.
- - an abundance of small, narrow, and poorly platted lots.
- - a high incidence of social conditions, reflecting blight. These conditions are found throughout the residential area.
- - lack of buffering between commercial and residential uses.
- - lack of adequate playground facilities to serve the residential sections, and the sub-standard condition of the Valley Street Community Center.

- - small sections of high residential densities and over-crowded conditions in the Catholic Hill Section.

- - inadequate, poorly platted, and narrow residential streets throughout the Area.

- - inadequate off-street parking in the residential sections.

RECOMMENDED RENEWAL TREATMENT

Redevelopment project action, rehabilitation treatment, and development planning and regulation are the three renewal actions recommended for Study Area 3. Clearance and redevelopment of the Catholic Hill - East End residential section will be the only possible means of attacking existing ills and providing a sound, stable environment. The Civic Redevelopment Project in the north will be a major step in upgrading the Area, and if it is complemented by other recommended actions in future years, Study Area 3 could become a definite asset to the community. Rehabilitation treatment will be needed in the southwest part to prevent further deterioration. The mountainous eastern part needs only to be developed properly when and if growth occurs.

STUDY AREA 4

Transformation from conditions of extreme blight to a sound, healthy environment is already planned for Area 4. Over 400 acres of this Study Area are slated for demolition and renovation as part of Asheville's current East Riverside Redevelopment Project. And a sizeable portion of the remainder of the Study Area needs similar action. Area 4 is bound by the Crosstown Expressway and the CBD on the north, by Biltmore Avenue on the east, by Victoria Road and Oakland Avenue on the south and by the French Broad River on the west.

This existing conditions analysis does not include a discussion of environmental factors in the East Riverside portion of the Study Area. Detailed studies and plans are now being made of East Riverside as part of the City's Title I efforts.

LAND USE

Single-family residences is the predominant use of land in Study Area 4, but a significant amount of land is devoted to commercial, industrial and public use. An excessively large percentage of land (33%) is used for street and railroad right-of-way. Commercial uses are located in the fringes of the CBD and along Patton Avenue, Biltmore Avenue, McDowell Street, Southside Avenue, Depot Street and Coxe Avenue. Industrial uses are located in the western part of the Area along the French Broad River and the Southern Railroad.

Land use problems are numerous throughout the Study Area. Intermixture of land uses is found in all sections and is especially critical along the major streets where commercial use and residences are located side by side. In many instances, buildings originally constructed for commercial use are utilized as single and multi-family residences. This problem is especially acute along Depot Street. Other land use problems are the complete lack of buffer treatment between incompatible land uses, poorly platted and narrow lots,uncontrolled outside storage in residential sections and particularly in the industrial and commercial areas in the northwest, inappropriately located commercial uses and flooding problems.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	247	34	36
SINGLE FAMILY	227	32	33
MULTI-FAMILY	20	2	3
COMMERCIAL	87	10	12
INDUSTRIAL	53	6	8
PUBLIC & SEMI-PUBLIC	58	7	8
STREETS	204	25	29
RAILWAY	28	3	4
WATER	20	3	3
VACANT LAND	101	13	-
TOTAL ACRES	798	100	100

PERCENT DEVELOPED LAND: 87
STRUCTURES PER RESIDENTIAL ACRE: 6.8
HOUSING UNITS PER RESIDENTIAL ACRE: 7.7

ZONING

Most of Study Area 4's zoning should be extensively reviewed and revised in connection with project planning in the East Riverside Redevelopment Area. Zoning in the non-project portions of the Area is generally adequate.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	115.03
RA- 5 RESIDENTIAL	258.72
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	1.84
ROADSIDE BUSINESS	—
BUSINESS	33.91
COMMERCIAL	176.36
INDUSTRIAL	212.48
UNZONED	—

POPULATION

Study Area 4 contains a population of 800 whites and 5,103 non-whites. The white population is generally limited to the northwest. This figure includes those people living in the East Riverside Project Area. Area 4's population should remain constant during future years. The East Riverside Project and the proposed West End Redevelopment Project will lower densities, but this loss in population will be offset by the development of vacant land suitable for residential use. This is assuming the renewal projects will be completed and improved environmental conditions will encourage new construction.

STREETS

Streets, both major and minor, are in very bad condition throughout Study Area 4. Whereas narrow and poorly aligned streets resulting from topographic conditions have not caused blighting conditions in many parts of the Metropolitan Area, they have in Area 4. Lack of off-street parking, narrow lots and overcrowded conditions have made such streets a significant blight contributing factor. Unpaved streets are a surprisingly, for a heavily blighted section like Area 4, minor factor.

Streets throughout the Area need to be improved and realigned. Such action is basic to the improvement of environmental conditions and is to be included as part of the East Riverside Redevelopment Plan. This effort should be complemented by future redevelopment action in the northwest.

FUTURE LAND DEVELOPMENT

Future development in Area 4 depends entirely upon how intelligently, how effectively and how quickly current and proposed renewal recommendations are implemented. The main proposals of the East Riverside Plan, as outlined by the Asheville Redevelopment Commission, are as follows:

- conservation of the good housing and rehabilitation of the repairable houses.
- construction of new residential housing, both private and public.
- provision of new, centrally-located commercial facilities which provide convenience shopping in close-in residential areas.
- provision of additional community facilities, such as a new Y.M.C.A.
- improvement of school sites by providing more land for playgrounds and recreational areas.
- improvement of streets with land being set aside for proposed downtown traffic loop.
- elimination of badly blighted commercial section located in a flood plain
- removal of sub-standard dilapidated housing.

If these proposals become fact, and are complemented by similar actions along the River and in the northwest, Area 4 will become a sound, stable section providing a compatible environment for a wide range of uses.

LAND USE and
STRUCTURAL CONDITIONS

LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STRUCTURAL CONDITIONS

The following statistics and discussion of structural conditions does not include those located within the East Riverside Project Area as steps are already underway to correct adverse conditions in that section of Area 4. Structural conditions are a major problem in the remainder of the Area with 66 percent of the total structures rated sub-standard and 54 percent of the people living in sub-standard housing. These conditions are primarily concentrated in the northwest to a degree which makes total clearance and redevelopment the only possible means of correction.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	56	27	14	24	14	107	47	289
SUB-STANDARD REHABILITATE	105	73	13	9	1	45	18	264
SUB-STANDARD DILAPIDATED	14	25	2	5	0	1	0	47
TOTALS	175	125	29	38	15	153	65	600

RESIDENTIAL STRUCTURES: 367 NON-RESIDENTIAL STRUCTURES: 233

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	33.0 %	48.2 %
SUB-STANDARD REHABILITATE	54.5 %	44.0 %
SUB-STANDARD DILAPIDATED	12.5 %	7.8 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	102	147	249	46.0
SUB-STANDARD REHABILITATE	138	99	237	43.7
SUB-STANDARD DILAPIDATED	18	38	56	10.3

LIVING IN SUB-STANDARD HOUSING: 54.0 %

OWNER OCCUPIED: 49 % RENTER OCCUPIED: 51 %

AVERAGE VALUE: $ 7,008 AVERAGE RENT: $ 33.64

* Does not include structures within the East Riverside Renewal Project.

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 4

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	2	11	UNDER 6 -	16	27
2 -	6	7	6-13 -	26	24
3 -	4	1	14-17 -	7	10
4 -	4	3	18-19 -	1	3
5 -	3	3	20-29 -	9	15
6 -	4	5	30-39 -	11	14
7 -		5	40-59 -	20	34
8 OR MORE -	2	3	60 & OVER -	11	21
TOTAL	25	38	TOTAL	101	148

AVERAGE FAMILY SIZE: WHITE 4.04 NON-WHITE 3.89
OVERALL AVERAGE FAMILY SIZE: 3.95

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000		2	AGRICULTURE		
$1,000 - $2,000	3	5	UNSKILLED	6	12
$2,000 - $3,000	9	4	SEMI-SKILLED	6	16
$3,000 - $4,000	1	5	SKILLED		2
$4,000 - $5,000	1	8	PROFESSIONAL		1
OVER - $5,000	2	4			

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$2,605	$2,860
AVERAGE INCOME, FAMILY:	$3,359	$3,796
PER CAPITA INCOME:	$ 691	$ 746
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	9	16
RECEIVING WELFARE:	6	9

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	15	19	$25 OR LESS -	8	8
OWNER OCCUPIED -	10	19	$25 TO $34 -	3	8
AVERAGE MONTHLY RENTAL-	$28.93	$27.00	$35 TO $44 -	3	2
			$45 TO $54 -		1
			$55 TO $65 -	1	
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $27.85

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.67	2.08
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	6	10

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 24.5%

IMPACT FEATURES

East Riverside Redevelopment Project

The East Riverside Project will completely change the character and environment of Study Area 4. This ambitious 400 acre undertaking will exert a positive influence on land values and the quality of future growth not only in Area 4, but throughout the surrounding sections of South Central Asheville.

BLIGHTING FACTORS

- - high percentage of sub-standard structures with an intense concentration of such conditions in the northwest.

- - poor structural and site maintenance throughout the Area, and especially along Southside Avenue, Depot Street and the French Broad River.

- - flooding conditions along the French Broad River.

- - intermixture of land uses throughout with the most acute problems found along the major thoroughfares.

- - inadequate conversion of obsolete commercial structures to residential use along Depot Street and Southside Avenue.

- - poorly platted, narrow lots throughout the Area.

- - poorly aligned, narrow dangerous and functionally obsolete streets throughout the Area.

- - lack of adequate recreation space including sub-standard conditions at Murray Hill Park, Asheland Avenue Community Center and the Livingston School playground.

- - the Metropolitan Area's highest incidence of social conditions reflecting blight. Such conditions are located throughout the Study Area.

- - inappropriately located commercial uses along the major thoroughfares.

- - scattered clusters of overcrowded conditions and high residential densities.

- - inadequate off-street parking in the residential sections.

- - uncontrolled outside storage in the residential sections and particularly in the northwest industrial sections.

- - general obsolescence and ugliness throughout the Study Area.

RECOMMENDED RENEWAL TREATMENT

A major redevelopment effort, the East Riverside Project, is already planned for Study Area 4. This action should be complemented with a major redevelopment project in the northwest part of the Area, and with rehabilitation treatment actions in the industrial sections along the French Broad River. Failure to take these actions will result in the continued physical decline of Study Area 4 and the possible emergence of more intense and costly social problems.

STUDY AREA 12

Vacant land and industrial activities characterize Study Area 12, which is located in the south of the South Central Unit. This small section of 414 acres is bound on the north by Oakland Avenue and Victoria Road, on the east by McDowell Street, on the south by the Swannanoa River, and on the west by the French Broad River.

LAND USE

Public and industrial land use dominate this relatively undeveloped area. St. Genevieve-of-the-Pines, a Catholic school, the Asheville-Buncombe Technical Institute and the Lee Edwards High School account for most of the public land use which is generally restricted to the northeast. Industrial land use is located in the extreme southern and western portions along the Southern Railroad and Meadow Road. The interior is largely undeveloped except for a very few residences along Victoria Road. About six acres in the northwest is included in the Asheville Redevelopment Commission's current East Riverside Redevelopment Project.

Very few land use problems are found because of the limited amount of development. Flooding conditions along the Swannanoa and French Broad Rivers in the south and west is the most critical land use problem. This problem has discouraged quality development in these sections which are currently used by heavier industrial operations such as salvage operations, steel fabricating, concrete products manufacture and construction yards. Although these uses are appropriately located, much could be done to improve their general appearance. The major public uses in the northeast are on adequate, very attractively landscaped sites which are a definite asset to the Area.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	16	3.9	6.9
SINGLE FAMILY	15	3.6	6.4
MULTI-FAMILY	1	.3	.5
COMMERCIAL	4	1.0	1.9
INDUSTRIAL	55	13.4	24.5
PUBLIC & SEMI-PUBLIC	74	17.9	32.7
STREETS	26	6.2	11.4
RAILWAY	23	5.6	10.2
WATER	14	3.3	6.0
VACANT LAND	202	45.2	-
TOTAL ACRES	414	100.0	100.0

PERCENT DEVELOPED LAND: 54.8 %
STRUCTURES PER RESIDENTIAL ACRE: 1.9
HOUSING UNITS PER RESIDENTIAL ACRE: 2.3

ZONING

Zoning controls are in effect throughout Study Area 12. Part of Lee Edwards High School grounds is zoned Commercial as well as adjacent land along McDowell Street to the north and south. This zoning is incompatible with the school and should definitely be revised. If Area 12's vacant land is to develop it must be afforded protection from industrial activities to the south and west. The present industrial zoning does not provide for buffer treatment protection and should be revised to include such provisions.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA- 9 RESIDENTIAL	—
RA- 8 RESIDENTIAL	—
RA- 6 RESIDENTIAL	111.06
RA- 5 RESIDENTIAL	47.76
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	11.25
INDUSTRIAL	244.37
UNZONED	—

POPULATION

Study Area 12 contains a very small population of only 115 people. Because of a limited amount of suitable residential land and rough topographic conditions which will limit residential development to 2.5 units per residential acre, an ultimate population potential of only 696 people is estimated.

STREETS

Victoria Road, which runs south through the heart of Study Area 12 is the major collector of internal traffic. Meadow Road which follows a course paralleling the Swannanoa and French Broad Rivers is the major collector of industrial traffic and provides east-west access through the Area and access on to West Asheville. Victoria Road and the Area's minor streets are not in adequate condition; however, they adequately serve the Area because of the limited development. Prior to any future development, these streets should definitely be improved.

FUTURE LAND DEVELOPMENT

Future development in Study Area 12 will be severely limited because of terrain. A small amount of residential growth is possible if it can be adequately protected from the industrial operations to the south and west. Such development would be fully compatible with the major public activities now located in the Area. Growth in the industrial sections will depend upon the proper implementation of proper flood control measurers.

LAND USE and
STRUCTURAL CONDITIONS

LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STRUCTURAL CONDITIONS

Sub-standard structures are limited almost entirely to the industrial and commercial uses located in Study Area 12. No concentrations exist and structural conditions are not a problem.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	26	1	2	0	11	6	11	57
SUB-STANDARD REHABILITATE	1	1	0	0	2	1	6	11
SUB-STANDARD DILAPIDATED	0	0	0	0	0	0	0	0
TOTALS	27	2	2	0	13	7	17	68

RESIDENTIAL STRUCTURES: 31 NON-RESIDENTIAL STRUCTURES: 37

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	93.5 %	83.8 %
SUB-STANDARD REHABILITATE	6.5 %	16.2 %
SUB-STANDARD DILAPIDATED	0 %	0 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	34	1	35	94.6
SUB-STANDARD REHABILITATE	1	1	2	5.4
SUB-STANDARD DILAPIDATED	0	0	0	0

LIVING IN SUB-STANDARD HOUSING: 5.4 %

OWNER OCCUPIED: 57 % RENTER OCCUPIED: 43 %

AVERAGE VALUE: $ 23,000 AVERAGE RENT: $ 00.00

IMPACT FEATURES

Public Land Uses

There are three major uses of public land in Study Area 12 which exert a positive influence over this section of the South Central Unit. These uses provide, and demand, a desirable environmental atmosphere which should maintain and encourage the high quality of development in the northeast section. These uses are the St. Genevieve-of-the-Pines School, Lee Edwards High School and the Asheville-Buncombe Technical Institute.

BLIGHTING FACTORS

- - flooding conditions along the Swannanoa and French Broad Rivers.

- - poor structural and site maintenance in the industrial sections.

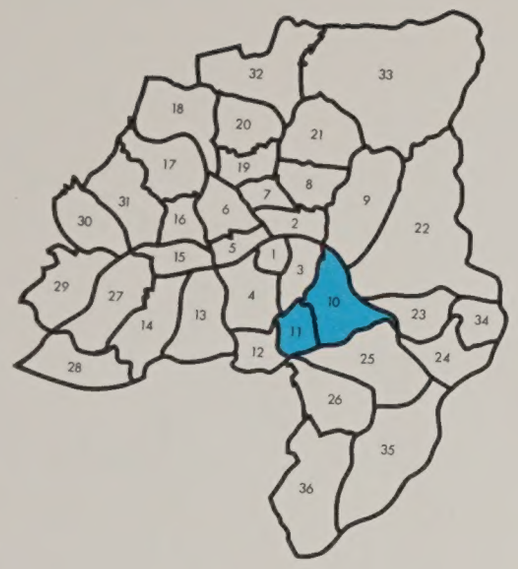
- - unrealistic zoning, although not a blighting factor because the lack of development, along McDowell Street is a potential blighting factor to the environment of Lee Edwards High School.

RECOMMENDED RENEWAL TREATMENT

Rehabilitation treatment is recommended for the southern and western portions of Study Area 12. Such treatment would include beautification treatment along the rivers and on the part of individual industrial operations. Development planning and regulation is recommended for the remainder of the Area because of its undeveloped state. Detailed plans and recommendations on planning controls which would assure a compatability with existing uses will be necessary to encourage development.

KENILWORTH UNIT

The Kenilworth Unit is a strategically located section, the full potential of which is threatened by traffic congestion. Mountainous terrain provides it with only two avenues of access to Central Asheville despite its relatively central location. This Study Unit, which is one of the smaller units delineated for the Neighborhood Analysis Study, consists of two Study Areas, 10 and 11.



The interior of the Unit is devoted exclusively to residential development. This residential use is surrounded by mountains in the north, by the Metropolitan Area's largest tourist service complex and a growing retail trade center along Tunnel Road in the east, by an unattractive belt of wholesaling and light industrial use in the south along the Swannanoa River and by a growing complex of medically oriented uses in the west. Residential use generally consists of a mixture of older, well maintained homes and new dwellings both of which are reasonably well protected from non-residential uses.

The Tunnel Road commercial center in the east contains about 160,000 square feet of retail floor space and 730,000 square feet of retail service floor space. This accounts for approximately 14 percent of the retail space and 27 percent of the retail service space in the total Metropolitan Area. Environmental conditions within this commercial section are not blighted and except for a few instances where it abutts adjacent residences without adequate buffer treatment, it does not adversely affect the Kenilworth Unit's residential environment. However, traffic congestion caused by the Tunnel Road complex and inadequate access to the west does negatively influence the desirability of living in Kenilworth and is the major problem of the Tunnel Road commercial center. Relief from this problem by completion of the Metropolitan Freeway System will enhance Kenilworth's attractiveness as a residential community and alter the major function of Tunnel Road from that of retail services to retail trade.

Blight is a relatively minor problem in Kenilworth with the only intense concentration of sub-standard conditions limited to a small section of non-white housing in the northeast of Study Area 11. Unattractiveness and poor site maintenance is a problem along Swannanoa Road in the north.

Future development will follow the existing pattern of land use except for an influx of apartment construction in the southwest residential section and a long range change in the function of the eastern commercial section.

PERTINENT STATISTICS

POPULATION:		
WHITE	3280	ULTIMATE POPULATION POTENTIAL: 6050
NON-WHITE	198	
TOTAL	3478	

USE OF LAND	ACRES	PERCENT
RESIDENTIAL	341	25
SINGLE FAMILY	325	24
MULTI-FAMILY	16	1
COMMERCIAL	166	12
INDUSTRIAL	16	1
PUBLIC & SEMI-PUBLIC	46	4
STREETS & RAILWAY	151	11
WATER	21	2
VACANT LAND	605	45
TOTAL ACRES	1350	100

DEVELOPED LAND: 55%
HOUSING UNITS PER RESIDENTIAL ACRE: 3.2

STRUCTURAL CONDITIONS	NUMBER OF STRUCTURES	PERCENT
STANDARD	1055	94
SUB-STANDARD REHABILITATE	58	5
SUB-STANDARD DILAPIDATED	9	1
TOTAL STRUCTURES	1122	100

LIVING IN SUB-STANDARD HOUSING: 6%

STREETS SYSTEM

Major Streets

Biltmore Avenue - provides north-south access through the western portion of the Kenilworth Unit and is the major collector of all traffic from the western residential sections. Biltmore Avenue's

present average width of 45 to 50 feet should be widened to provide four moving lanes and two emergency lanes throughout its length.

McDowell Street - parallels Biltmore Avenue and provides an alternate route for north-south traffic along the Unit's western boundary. This facility presently carries a great deal of the long distance north-south traffic through Asheville. Completion of the Metropolitan Freeway System will completely relieve it of this function. McDowell Street should be widened to provide four moving lanes and two emergency lanes. Two exceptions to this recommendation are where it passes through the tunnel under Victoria Road and the viaduct across the Southern Railroad in the south because such improvements would not be economically feasible.

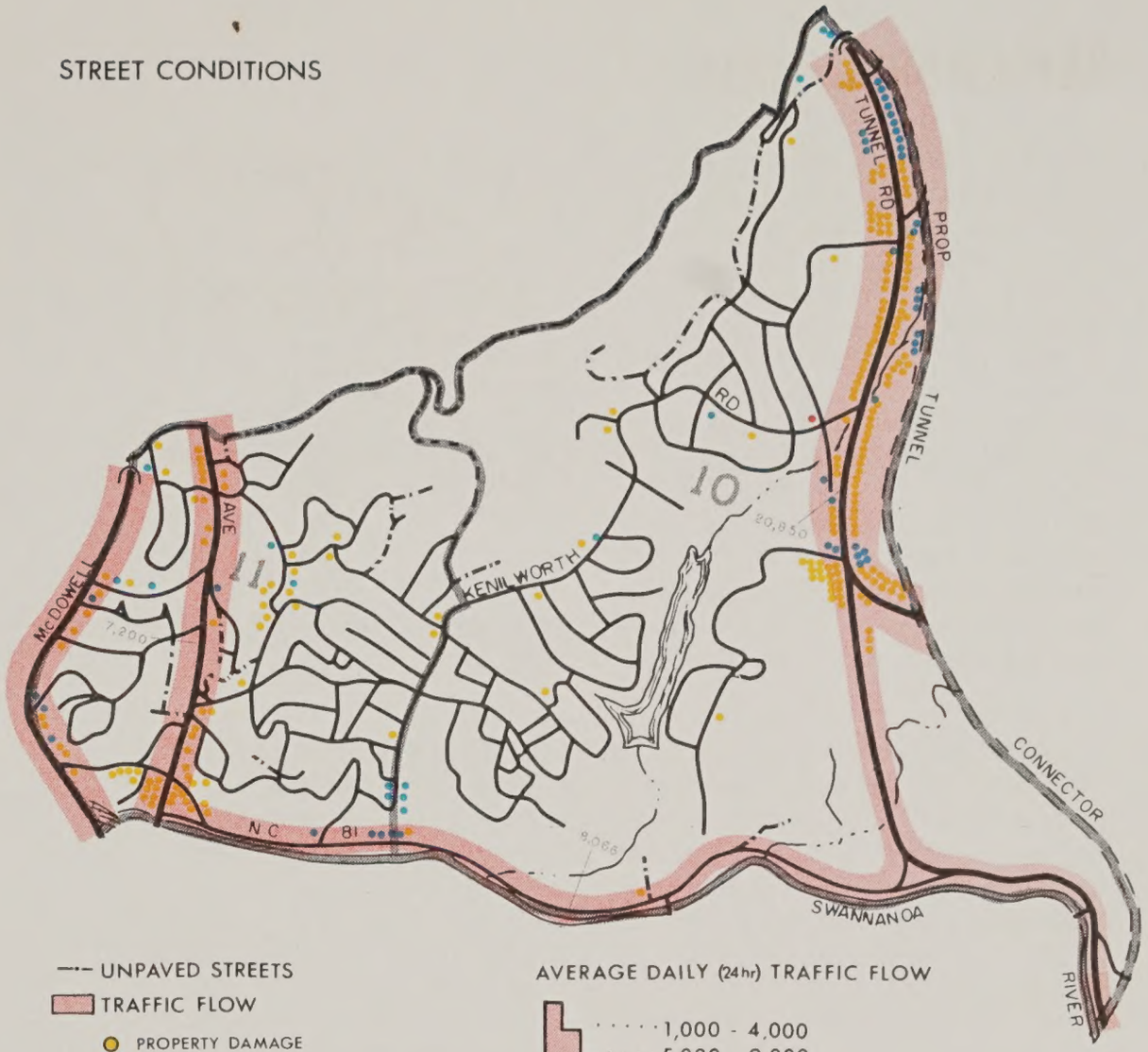
Swannanoa Road - provides east-west access along the southern fringe of the Kenilworth Unit. This two lane facility is used extensively for traffic movement between East Asheville and areas to the south. Moreover, it is a major collector of industrial truck traffic from both the Kenilworth Unit and the South Unit. Swannanoa Road is strongly recommended for widening to four moving lanes and usable shoulders.

Tunnel Road - now serves as the major street for both local and long distance traffic through Asheville. Completion of the Tunnel Connector Freeway, which will parallel it on the east, will relieve it of this responsibility. Tunnel Road will remain an important local service road supplementing the Freeway.

Major Streets within the Kenilworth Unit

Kenilworth Road - Caledonia Road - these combined facilities provide access through the heart of Kenilworth and are the major collectors of traffic from the residential sections. Both are narrow, poorly aligned facilities which should be widened to provide two adequate lanes and usable shoulders. Where possible, realignment should be completed. These improvements are needed now and will become increasingly critical as growth occurs, especially higher density multi-family development.

STREET CONDITIONS



—·— UNPAVED STREETS

TRAFFIC FLOW

- PROPERTY DAMAGE
- PERSONAL INJURY
- PEDESTRIAN INJURY
- PEDESTRIAN FATALITY
- FATALITY

AVERAGE DAILY (24hr) TRAFFIC FLOW

- 1,000 - 4,000
- 5,000 - 9,000
- 10,000 - 14,000
- 15,000 - 19,000
- 20,000 - 25,000

Source: N.C. State Highway Commission

STREET CONDITIONS

STUDY AREA	PAVED STREETS (Miles)	UNPAVED STREETS (Miles)	TOTAL (Miles)
10	16.43	2.47	18.90
11	11.51	1.40	12.91
KENILWORTH UNIT	27.94	3.87	31.81

TRAFFIC ACCIDENTS

STUDY AREA	VECHICULAR			PEDESTRIAN	
	Property Damage	Personal Injury	Fatality	Personal Injury	Fatality
10	205	56	1	-	-
11	59	14	-	-	-
KENILWORTH TOTALS	264	70	1	0	0

Summary of Conditions

The solution of traffic problems is a key factor in the future welfare and growth of the Kenilworth Unit. Little relief is likely from such problems until the Metropolitan Freeway System is completed. This development will improve the desirability of the residential sections and encourage new quality growth throughout all sections of Kenilworth.

Minor residential streets would not meet modern subdivision regulation requirements. They are too narrow and are very poorly designed, but blight cannot be attributed to this condition which exists primarily because of topographic conditions. In fact, such streets and the lack of functional access throughout the residential sections, especially in an east-west direction, serves to isolate residences from incompatible uses and to eliminate the possibility or temptation of commmercial encroachment into the residential sections. Progress will, however, demand improvements to residential streets in sections where multi-family growth is significant.

SCHOOLS

COMMUNITY FACILITIES AND SERVICES

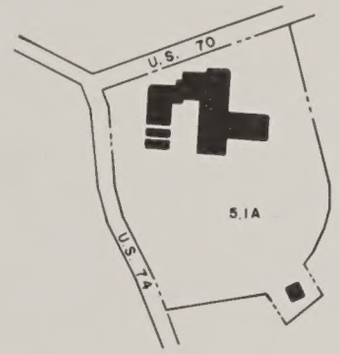
Newton Elementary School serves all but the extreme northeast and southeast parts of the Kenilworth Unit which are in the Haw Creek School district. Both schools are located within the Unit and are within 1½ miles of all sections of the East Unit. David Millard Junior High and Lee Edwards High School districts extend throughout all of Kenilworth except that part served by Haw Creek Elementary School. The Haw Creek Elementary School district is served by Reynolds High School. All three are located within a twenty minute drive of all sections.

Haw Creek Elementary School

The Haw Creek Elementary School is inadequately located on a five acre site near the junction of U.S. Routes 70 and 74 on the eastern boundary of the Kenilworth Unit. The site is too small, noisy, dirty, unapproachable except by car or bus, dangerous and is not compatible with neighboring activities. The physical plant is housed in a functionally obsolete but structurally sound building. The detrimental effects of surrounding commercial land use and major highways (U.S. 70 and 74) will be increased by construction of the Tunnel Connector Freeway interchange immediately adjacent to the site.

Relocation of the Haw Creek School to a safer, more appropriate site in the southwestern part of Study Area 22 (East Unit) would correct the existing problem and permit better accessibility and service to those residing in the Haw Creek School District.

Site Size:	5.1 Acres
Condition of Structure:	Standard - functionally obsolete
Year Constructed:	1924
Pupil Capacity:	525
Present Enrollment:	720
Environmental Setting:	very poor
Playground:	inadequate



SITE PLAN

Existing Needs:

Classrooms:	8
Acreage:	7.1
Other:	relocation on a more appropriate site.

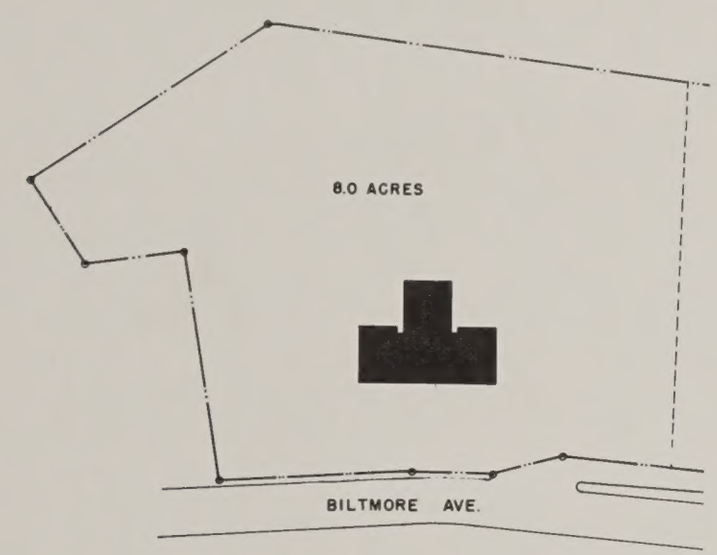
Newton Elementary School

Newton Elementary School, which fronts on Biltmore Avenue, in Study Area 11, serves the majority of elementary school students residing in the Kenilworth Unit. The site is bordered on three sides by trees, and the Biltmore Avenue frontage is well buffered by large trees and shrubs. The existing three story concrete building is structurally sound and attractive despite its age. The existing recreation area is inadequate and the ground is stripped bare of vegetation from overuse. Incompatible land uses should not be permitted to encroach upon the site which is now surrounded by residential uses.

Site Size:	8 acres
Condition of Structure:	Standard - functional
Year Constructed:	1923
Pupil Capacity:	360
Present Enrollment:	325
Playground:	inadequate
Environmental Setting:	good

Existing Needs:

Classrooms:	0
Acreage:	1
Other:	additional playground space playground site improvements playground equipment.



SITE PLAN

RECREATION

The Haw Creek and Newton School playgrounds are the only such facilities of any size located in the Kenilworth Unit. A small play area (.25 acres) is located on Lakewood Road in the south of Study Area 10. The Lee Walker Heights housing project in Area 11 has adequate facilities available on the site for tenants.

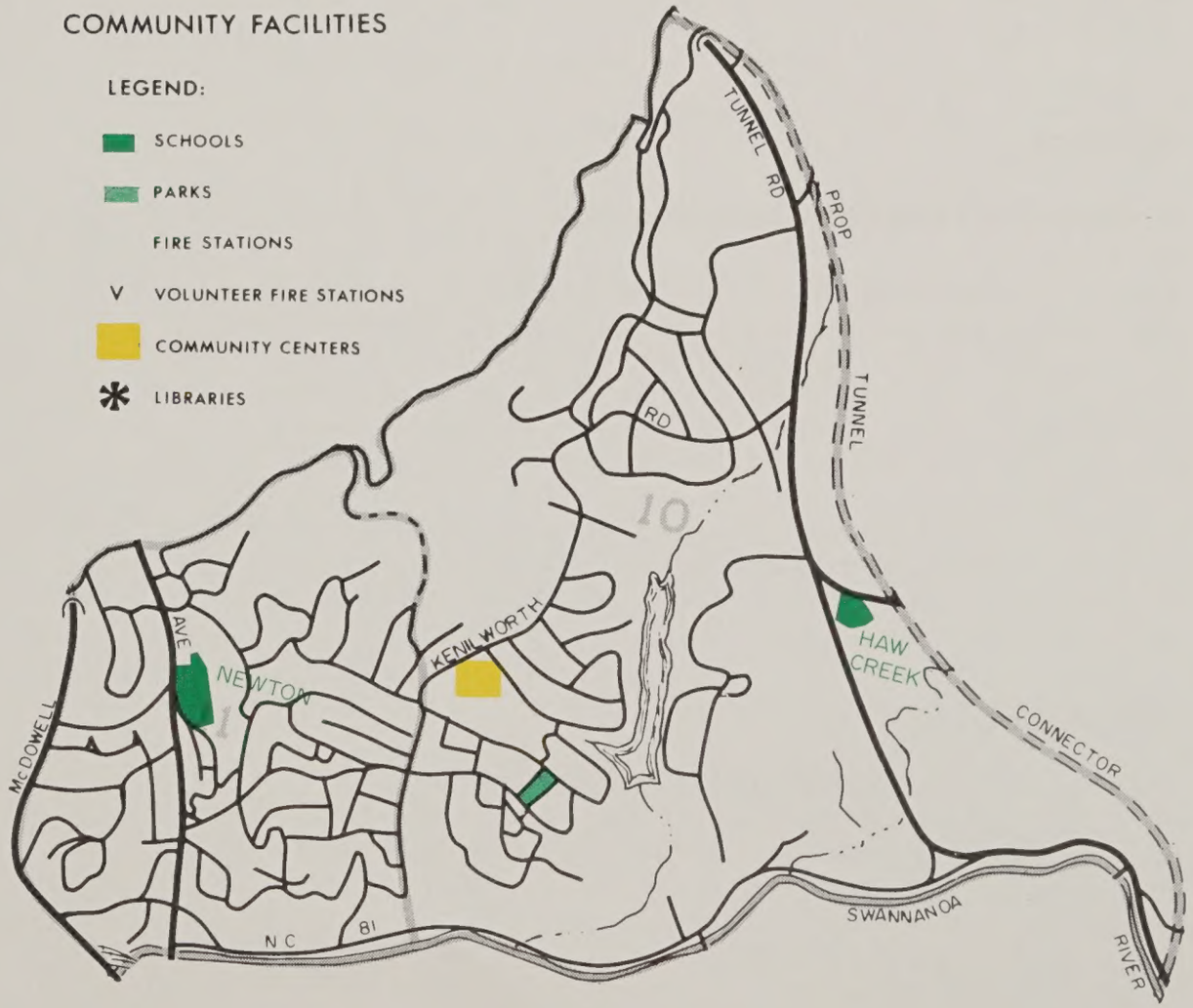
Available facilities and site size are inadequate at both the Haw Creek and Newton playgrounds. In addition, accessibility to the Haw Creek playground is very poor because of remote location from the residential sections and the necessity to cross heavily used thoroughfares.

The Lakewood Road play area is adequate but small size limits its effectiveness to the southwest part of Area 10.

The Newton School playground should be enlarged and improved to adequately serve Area 11, and a new playground should be centrally located in Study Area 10.

Indoor recreation facilities are offered by the Kenilworth Community Center located on Kenilworth Road in Study Area 10. This facility provides an all purpose room, lounge, craft shop, kitchen and meeting rooms. Presently it operates primarily as a senior citizens center. The building is functionally obsolete and is poorly located on the site with a very inadequate setback from Kenilworth Road. A new facility is needed and should be combined with the centrally located playground recommended for Study Area 10.

No significant private recreation facilities are found in the Kenilworth Unit.



FIRE PROTECTION

Although no fire stations are located within the Kenilworth Unit, it is within a 1 to 1½ mile radius of four different fire stations. Most of the northern part of the Unit is within 1½ miles of the Central Fire Station.

MAJOR FIRES

STUDY AREA	NUMBER (Two year period)	PERCENT OF ENTIRE AREA UNDER STUDY
10	13	4.70
11	2	.10
KENILWORTH UNIT	15	4.80

UTILITIES

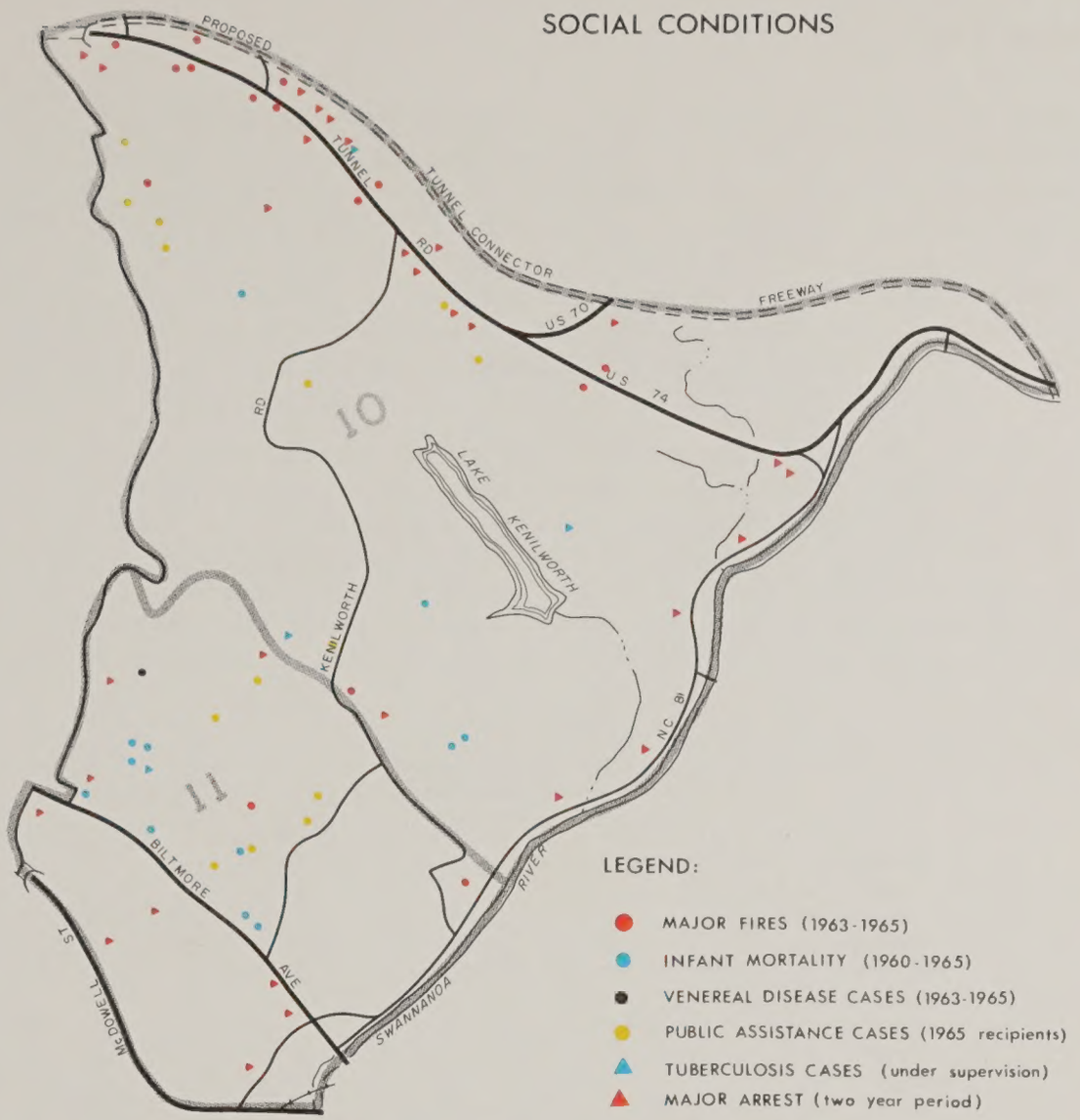
Utilities are adequate throughout the Kenilworth Unit.

SOCIAL CONDITIONS

Social conditions reflecting blight are not a serious problem in the Kenilworth Unit. Within the Neighborhood Analysis Planning Area, the Kenilworth Unit has:

3.3 PERCENT OF THE TUBERCULOSIS CASES
6.8 PERCENT OF THE INFANT MORTALITY
1.0 PERCENT OF THE VENEREAL DISEASE CASES
1.4 PERCENT OF THE PUBLIC ASSISTANCE CASES
7.3 PERCENT OF THE MAJOR ARRESTS

SOCIAL CONDITIONS



STUDY AREA 10

Basically, the environment of Study Area 10 is one of stable, quality residential land use, but it also contains the Metropolitan Area's major service center for tourist and commercial travelers. This complex which is rapidly developing a second major function as a retail trade center, is located along Tunnel Road in the extreme eastern portion of Study Area 10. The area is bound by the proposed Tunnel Connector Freeway to the east, by the Swannanoa River on the south, by Kenilworth Drive and Battle Drive on the west, and by the ridge line of Beaucatcher Mountain on the north.

LAND USE

Commercial service and retail activities dominate the eastern portion of Area 10 along Tunnel Road. Heavier commercial and light industrial activities are found along Swannanoa Road in the south. The main portion of Area 10, however is predominantly single-family residential use. Generally such use is adequately protected from non-residential uses along the eastern and southern fringes by topographic conditions.

Land-use problems are relatively minor throughout most of Area 10. Inadequate buffer treatment between residential and non-residential uses is a problem in some sections along Tunnel Road and Swannanoa Road. Adequate protection should be provided to assure compatibility between different uses as development increases and possibly expands in depth from these major routes.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	221.33	23.03	45.06
SINGLE FAMILY	221.03	23.00	45.00
MULTI-FAMILY	.30	.03	.06
COMMERCIAL	139.67	14.80	28.50
INDUSTRIAL	5.95	.64	1.31
PUBLIC & SEMI-PUBLIC	12.48	1.30	2.54
STREETS	88.66	9.20	18.09
RAILWAY	-	-	-
WATER	21.80	2.30	4.50
VACANT LAND	470.54	49.00	-
TOTAL ACRES	960.44	100	100

PERCENT DEVELOPED LAND: 51
STRUCTURES PER RESIDENTIAL ACRE: 2.4
HOUSING UNITS PER RESIDENTIAL ACRE: 2.4

ZONING

All of Study Area 10 is zoned. Although the existing zoning is generally adequate, it is recommended that the Asheville Planning and Zoning Board consider the possibility of upgrading some of the residential zones, of putting more stringent use and sign provisions in the zoning along Tunnel Road and of requiring stringent buffer provisions in all of the non-residential zones.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	552.61
RA-5 RESIDENTIAL	51.09
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	—
ROADSIDE BUSINESS	326.12
BUSINESS	—
COMMERCIAL	—
INDUSTRIAL	30.62
UNZONED	—

POPULATION

Study Area 10 contains a population of 1,168 whites and 12 non-whites. An ultimate population potential of 2,904 is possible when all suitable residential land is developed. This estimate is based on the assumption that future residential densities will correspond to the present density and that a density of one unit per acre will exist on the steep slopes in the north. Also, the estimate allowed for land which is likely to develop in commercial or industrial use.

STREETS

Kenilworth Road serves as the major collector street for Area 10's residential traffic. All minor streets flow into this facility, as east-west traffic within the area is prohibited by topographic conditions. Minor streets within the area are generally narrow, badly aligned, and contain a large number of blind intersections and curves. However, this condition has not contributed to environmental decline as it is primarily a result of topographic conditions.

FUTURE LAND DEVELOPMENT

Except for the non-residential fringes, Study Area 10 will remain in predominantly residential use. Vacant lands will develop at a steady rate with a moderate increase in multi-family dwellings likely. The completion of Interstate 40 and the Tunnel Connector Freeway will create a potential threat to consumer service

establishments on Tunnel Road which cater to the motoring public. However, the refief from traffic congestion on Tunnel Road will benefit retail trades and services. In either case, future development along Tunnel Road will be limited as less than 10 acres of suitable land remains for development. Strategic location and excellent access for the Tunnel Connector Freeway will insure future economic stability with some transition from consumer service to retail trade very likely. Additional commercial and light industrial development will take place along Swannanoa Road. The quality of such development will be determined by the effectiveness of flood control measures in this section.

STRUCTURAL CONDITIONS

Structural conditions are not a problem in Study Area 10 with only 5% of the total structures rated sub-standard. Most of the sub-standard structures are located in the northeast on Beaucatcher Road and can be easily corrected by code enforcement. Residential dwellings are a mixture of older well maintained homes and new, quality structures. Commercial structures, although structurally sound, are generally very unattractive and located on poorly landscaped sites.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	511	0	1	0	8	111	4	635
SUB-STANDARD REHABILITATE	22	3	0	0	0	3	0	28
SUB-STANDARD DILAPIDATED	3	1	0	0	0	0	0	4
TOTALS	536	4	1	0	8	114	4	667

RESIDENTIAL STRUCTURES: 541 NON-RESIDENTIAL STRUCTURES: 126

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	94.7 %	95.2 %
SUB-STANDARD REHABILITATE	4.6 %	4.2 %
SUB-STANDARD DILAPIDATED	.7 %	.6 %

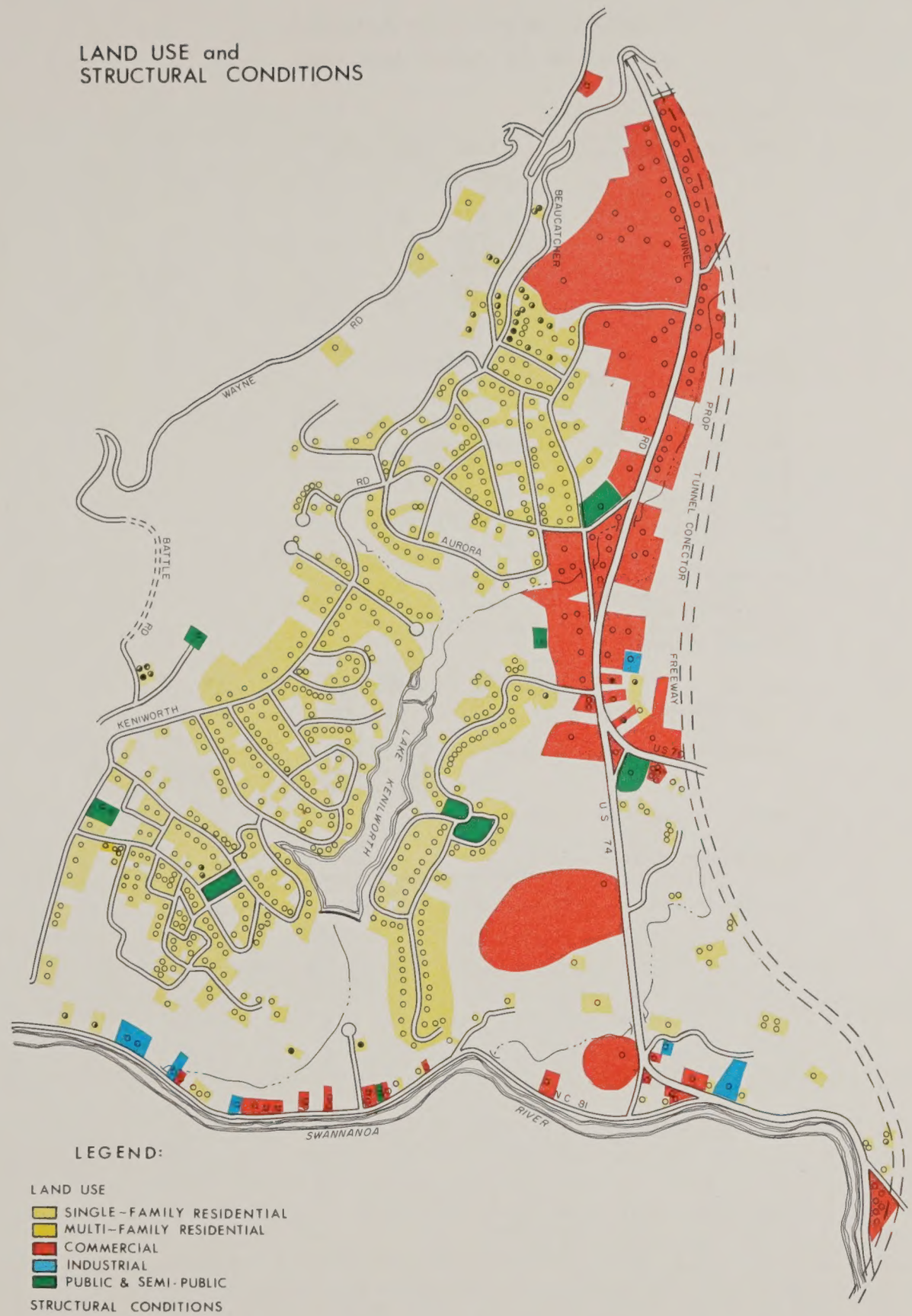
FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	513	0	513	94.7
SUB-STANDARD REHABILITATE	22	3	25	4.6
SUB-STANDARD DILAPIDATED	3	1	4	.7

LIVING IN SUB-STANDARD HOUSING: 5.3 %

OWNER OCCUPIED: 85 % RENTER OCCUPIED: 15 %

AVERAGE VALUE: $ 14,666.66 AVERAGE RENT: $ 64.33



CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 7

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -	2		UNDER 6 -		
2 -	3		6-13 -		
3 -	1		14-17 -	2	
4 -			18-19 -	1	
5 -	1		20-29 -		
6 -			30-39 -	1	
7 -			40-59 -	6	
8 OR MORE -			60 & OVER -	6	
TOTAL	7		TOTAL	16	

AVERAGE FAMILY SIZE: WHITE 2.25 NON-WHITE 0
OVERALL AVERAGE FAMILY SIZE: 2.25

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000			AGRICULTURE		
$1,000 - $2,000			UNSKILLED		
$2,000 - $3,000	1		SEMI-SKILLED	2	
$3,000 - $4,000			SKILLED		
$4,000 - $5,000			PROFESSIONAL		
OVER - $5,000	1				

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$4,050	
AVERAGE INCOME, FAMILY:	$4,050	
PER CAPITA INCOME:	$1,012	
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	3	
RECEIVING WELFARE:	2	

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	2		$25 OR LESS -	1	
OWNER OCCUPIED -	5		$25 TO $34 -		
AVERAGE MONTHLY RENTAL-$28.00			$35 TO $44 -	1	
			$45 TO $54 -		
			$55 TO $65 -		
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $28.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.3	0
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	NONE	

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 0%

IMPACT FEATURES

Tunnel Road Commercial Complex

The Tunnel Road Commercial Complex has promoted high land values in the eastern portion of Study Area 10. Assuming that traffic problems are alleviated by Freeway construction, and that Tunnel Road gradually evolves from a tourist service center to a retail trade center, it will increase the residential desirability of Study Area 10. At the present time, except for traffic congestion problems, the Tunnel Road commercial uses neither detract from or enhance the residential attractiveness of the Area.

Lake Kenilworth

This small man-made lake exerts a positive influence on residences in its general vicinity by providing an attractiveness and sense of spaciousness to the landscape.

BLIGHTING FACTORS

- - flood conditions along Swannanoa Road in the south.
- - small clusters of sub-standard structures on Beaucatcher Road in the northeast.
- - heavy traffic congestion on Tunnel Road.
- - instances of inadequate buffer treatment between commercial and residential land uses.
- - high rate of traffic accidents along Tunnel Road.
- - inadequate playground facilities.

RECOMMENDED RENEWAL TREATMENT

Conservation treatment is recommended for all but the extreme southern fringe of Study Area 10. A small, but intense code enforcement program will be needed to correct the sub-standard structures on Beaucatcher Road. That part of Study Area 10 bordering the Swannanoa River in the south is very unattractive and should be subjected to rehabilitation treatment efforts. These efforts should be strongly oriented toward the identification and implementation of beautification projects along the river bank, and the application of flood control programs to encourage a higher quality of development north of Swannanoa Road.

STUDY AREA 11

Located in the east part of the Kenilworth Unit, Study Area 11 is bound by high ridge lines on the north, by Battle Road and Kenilworth Road on the east, by

the Swannanoa River on the south and by McDowell Street on the west. The Area contains Asheville's two major hospitals, a growing medical services center and a large section of older residences which could experience an influx of multi-family dwelling construction.

LAND USE

Single family residential is the predominant use of land; however, commercial land use, principally services oriented to the medical profession, is significant when combined with the land devoted to the Memorial Mission Hospital and St. Joseph's Hospital. Commercial uses are generally limited to the western portion of the Area, and the eastern portion is in exclusive residential use. The largest concentration of multi-family development is located in the southwest between Biltmore Avenue and McDowell Street, and in the northwest between these same streets. The northwest concentration is a public housing project and the southwest concentration is a garden type private development. Wholesaling and light industrial activities are located in the south along Swannanoa Road and Meadow Road.

Land use problems are restricted to the western and southern portions of the area. Mixed land uses are found along each of the major thoroughfares, but this problem is being corrected to some degree by new construction. Uncontrolled outside storage is a problem along the southern fringe of the Area.

LAND USE STATISTICS

	ACRES	PERCENT OF TOTAL AREA	PERCENT OF DEVELOPED LAND
RESIDENTIAL	120.12	31.0	46.5
SINGLE FAMILY	104.24	27.0	40.3
MULTI-FAMILY	15.88	4.0	6.2
COMMERCIAL	27.08	7.0	10.4
INDUSTRIAL	9.65	2.0	3.7
PUBLIC & SEMI-PUBLIC	34.12	9.0	13.2
STREETS	63.50	16.0	24.6
RAILWAY	2.09	.5	.8
WATER	2.08	.5	.8
VACANT LAND	133.79	34.0	-
TOTAL ACRES	392.43	100	100

PERCENT DEVELOPED LAND: 66
STRUCTURES PER RESIDENTIAL ACRE: 3.0
HOUSING UNITS PER RESIDENTIAL ACRE: 4.0

ZONING

Zoning controls have been adopted throughout Study Area 11. It is recommended that the Asheville Planning & Zoning Board completely re-study the existing zoning in view of the recent construction and the transitional nature of the Area. Strong consideration and review should be given to the possibility of creating some type of medical institutional district to assure a compatible environment for the existing hospitals and medical professional offices.

ZONING STATISTICS

ZONING CLASSIFICATION	ACRES
RA-10 RESIDENTIAL	—
RA-9 RESIDENTIAL	—
RA-8 RESIDENTIAL	—
RA-6 RESIDENTIAL	223.44
RA-5 RESIDENTIAL	70.72
RA-M RESIDENTIAL	—
INSTITUTIONAL	—
RESTRICTED BUSINESS	—
NEIGHBORHOOD TRADING AREA	33.06
ROADSIDE BUSINESS	—
BUSINESS	—
COMMERCIAL	23.42
INDUSTRIAL	41.79
UNZONED	—

POPULATION

Study Area 11 now contains a white population of 1,612 and a non-white population of 186. An ultimate population potential of 3,146 is possible for the area. This estimate considers the displacements of some residences by commercial development, but assumes the development of all vacant residential for multi-family residential use. A density of one unit per residential acre was assumed for the small amount of vacant land on the southern slopes of Beaucatcher Mountain.

STREETS

North-south access is provided through Study Area 11 on two major streets, Biltmore Avenue and McDowell Street. Caledonia Road provides east-west access through the east and serves as a collector for the residential sections. Street conditions throughout most of the Area are generally adequate. However, major improvements will be needed if multi-family

residential development takes place in the southeast residential section. Streets in this area are now very badly aligned, narrow, and contain a considerable number of blind intersections and curves.

FUTURE LAND DEVELOPMENT

Future growth in Study Area 11 will consist of four types of development. Commercial development will continue to take place in the eastern part of the area, and wholesaling and light industrial activities will continue to dominate in the southern fringe. New residential growth on the vacant land available in the southeast will generally be limited to multi-family structures with new single family residences limited to the areas of rugged topography in the northeast.

LAND USE and
STRUCTURAL CONDITIONS

LEGEND:

LAND USE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

STRUCTURAL CONDITIONS
- STANDARD
- SUB-STANDARD REHABILITATE
- SUB-STANDARD DILAPIDATED

STRUCTURAL CONDITIONS

Sub-standard structures are a problem in two sections of Study Area 11. One section is located in the northeast, in the vicinity of Dalton Street, and is sufficiently blighted to warrant action as a federal clearance and redevelopment project. Sub-standard structures also constitute a problem in the wholesaling and light industrial section along the southern boundary. Most of the Area's residential structures are fairly well maintained and structurally sound. Commercial structures in the remainder of the Study Area present no blighting problems and considerable instances of outstanding structural and site design exist in connection with new medical professional buildings.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	308	31	40	0	8	40	4	431
SUB-STANDARD REHABILITATE	9	22	0	1	1	5	5	43
SUB-STANDARD DILAPIDATED	0	5	0	0	0	0	0	5
TOTALS	317	58	40	1	9	45	9	479

RESIDENTIAL STRUCTURES: 416 NON-RESIDENTIAL STRUCTURES: 63

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	91.1%	90.0%
SUB-STANDARD REHABILITATE	7.7%	9.0%
SUB-STANDARD DILAPIDATED	1.2%	1.0%

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	511	31	542	93.4
SUB-STANDARD REHABILITATE	9	24	33	5.7
SUB-STANDARD DILAPIDATED	0	5	5	.9

LIVING IN SUB-STANDARD HOUSING: 6.6%

OWNER OCCUPIED: 53% RENTER OCCUPIED: 47%

AVERAGE VALUE: $11,578 AVERAGE RENT: $70.00

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

FAMILIES INTERVIEWED: 11

FAMILY SIZE:	WHITE	NON WHITE	AGE GROUP:	WHITE	NON WHITE
1 -			UNDER 6 -		8
2 -	1	4	6-13 -		7
3 -	1		14-17 -	1	6
4 -		1	18-19 -		2
5 -		1	20-29 -		4
6 -			30-39 -	1	1
7 -		2	40-59 -	2	12
8 OR MORE -		1	60 & OVER -	1	2
TOTAL	2	9	TOTAL	5	42

AVERAGE FAMILY SIZE: WHITE 2.5 NON-WHITE 4.66
OVERALL AVERAGE FAMILY SIZE: 4.27

FAMILY INCOME:	WHITE	NON WHITE	OCCUPATION:	WHITE	NON WHITE
UNDER - $1,000		1	AGRICULTURE		
$1,000 - $2,000		1	UNSKILLED		6
$2,000 - $3,000		2	SEMI-SKILLED		2
$3,000 - $4,000		1	SKILLED	1	1
$4,000 - $5,000		3	PROFESSIONAL		
OVER - $5,000	1	1			

	WHITE	NON WHITE
AVERAGE INCOME, HEAD OF HOUSEHOLD:	$4,160	$2,958
AVERAGE INCOME, FAMILY:	$6,500	$3,703
PER CAPITA INCOME:	$2,166	$ 704
RECEIVING SOCIAL SECURITY OR RETIREMENT PAY:	1	1
RECEIVING WELFARE:	1	0

HOUSING:	WHITE	NON WHITE	MONTHLY RENT:	WHITE	NON WHITE
RENTER OCCUPIED -	1	4	$25 OR LESS -		1
OWNER OCCUPIED -	1	5	$25 TO $34 -		1
AVERAGE MONTHLY RENTAL-	$40.00	$36.00	$35 TO $44 -	1	1
			$45 TO $54 -		
			$55 TO $65 -		1
			$65 OR MORE -		

OVERALL AVERAGE MONTHLY RENTAL: $37.00

	WHITE	NON WHITE
PERSONS PER SLEEPING ROOM:	1.1	1.1
HOUSES WITH 1.01 OR MORE PERSONS PER ROOM:	0	3

PERCENT OF DWELLING UNITS WITH 1.01 OR MORE PER ROOM: 27.3%

IMPACT FEATURES

Hospital-Medical Office Complex

The hospital and professional medical office complex which is developing in the west along Biltmore Avenue has upgraded commercial activities in this section. This type of development will continue to increase and exert a positive influence on the Area's future. This impact feature, along with central location will encourage the development of multi-family structures in the area.

BLIGHTING FACTORS

- - concentration of sub-standard structures in the Dalton Street Area.
- - sub-standard structures along the southern fringe.
- - uncontrolled outside storage along the southern fringe.
- - instances of mixed land use along the western portion of the area and along the major thoroughfares.
- - inadequate buffer protection for the Lee Walker Heights Public Housing Project in the northwest.

RECOMMENDED RENEWAL TREATMENT

Rehabilitation treatment action is recommended for the light industrial and wholesaling section along the soutner boundary. The small but highly blighted section in the vicinity of Dalton Street in the northeast is recommended as a federally sponsored redevelopment project. The remainder of the Area is recommended for conservation treatment with a further recommendation that the Asheville Planning and Zoning Commission re-study existing zoning throughout the Study Area. These actions combined with properly controlled future growth should upgrade and maintain Study Area 11 as a sound and functional part of Central Asheville and the Metropolitan Area.

CENTRAL UNIT

STUDY AREA 1

The Asheville Central Business District is contained within Study Area 1. It is bound on the north by the Cross-town Expressway and on the east, south and west by the proposed Downtown Loop. This Study does not make a detailed analysis of Area 1 because the Commercial Areas Study, now being undertaken under the same Department of Housing and Urban Development urban planning assistance grant, presents a comprehensive treatment of the CBD.

The Commercial Areas Study contains a separate section on Area 1 which provides a written discussion, a statistical analysis and maps on the following characteristics:

Land Use
Function
Development Pattern
Problems
Expansion Space
Obsolescence
Parking
Traffic
Zoning
Future Development

Copies of the study are available from the Metropolitan Planning Board. This Neighborhood Analyses complements the above information with additional data on structural conditions and on social conditions. This study does present detailed renewal treatment recommendations for Study Area 1. These recommendations are based on the findings of both the Commercial Area's Study and the Neighborhood Analysis.

STRUCTURAL CONDITIONS

Only 24 percent of the structures within the CBD were rated as standard and without structural deficiencies. Major concentrations of sub-standard structures are found in the north central and southeast portions of Area 1. Most of the buildings around Pack Square and along Patton Avenue were constructed over fifty years ago. Obsolescence is a major problem as property owners have failed to make needed capital investments for improvements and modernization. About 80 percent of the Area's 542 people live in sub-standard housing.

STATISTICAL ANALYSIS of STRUCTURAL CONDITIONS

	SINGLE-FAMILY white	SINGLE-FAMILY non-white	MULTI-FAMILY white	MULTI-FAMILY non-white	PUBLIC SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL	TOTALS
STANDARD	0	0	2	0	21	92	2	117
SUB-STANDARD REHABILITATE	15	1	6	0	15	41	5	83
SUB-STANDARD DILAPIDATED	28	23	9	3	1	117	7	188
TOTALS	43	24	17	3	37	250	14	388

RESIDENTIAL STRUCTURES: 87 NON-RESIDENTIAL STRUCTURES: 401

	RESIDENTIAL STRUCTURES	ALL STRUCTURES
STANDARD	2.3 %	24.0 %
SUB-STANDARD REHABILITATE	25.3 %	37.5 %
SUB-STANDARD DILAPIDATED	72.4 %	38.5 %

FAMILIES AND CONDITION OF HOUSING UNITS

	WHITE	NON-WHITE	TOTAL	PERCENT
STANDARD	51	0	51	18.8
SUB-STANDARD REHABILITATE	59	1	60	22.1
SUB-STANDARD DILAPIDATED	113	47	160	59.1

LIVING IN SUB-STANDARD HOUSING: 81.2 %
OWNER OCCUPIED: 13 % RENTER OCCUPIED: 87 %
AVERAGE VALUE: $ 9,000 AVERAGE RENT: $ 48.00

SOCIAL CONDITIONS

Study Area 1 has a very high incidence of social conditions reflecting blight in relation to its population (See Chart on Social Characteristics, Chapter II). Within the Neighborhood Analysis Planning Area, the CBD Unit accounted for:

4.9 PERCENT OF THE TUBERCULOSIS CASES
9.8 PERCENT OF THE INFANT MORTALITY
6.0 PERCENT OF THE VENEREAL DISEASE CASES
7.4 PERCENT OF THE PUBLIC ASSISTANCE CASES
4.9 PERCENT OF THE MAJOR ARRESTS
5.1 PERCENT OF THE FIRES

RECOMMENDED RENEWAL TREATMENT

Sixty-four percent of the existing buildings in Study Area 1 need some type of structural repair. The entire CBD is recommended for some type of federally sponsored urban renewal action. The northeast is now in project execution as part of the current Civic Redevelopment Project. Two additional redevelopment projects are recommended. The proposed Downtown Redevelopment Project is generally bound by Broadway on the east, by College Street on the south, by the Crosstown Expressway on the north and the rear of buildings fronting the east side of Haywood Street on the west. The second proposed redevelopment project is in the vicinity of Eagle Street in the southeast. Both of these project areas are over 75 percent sub-standard.

The remainder of Study Area 1 is recommended for rehabilitation project action. The Area is unattractive, functionally obsolete and contains many inappropriately located land uses. Rehabilitation project action should be undertaken simultaneously with the proposed Downtown Redevelopment Project.

CHAPTER 4

GENERAL PROGRAM FOR RENEWAL

The public's image of urban renewal is generally that of the bulldozer clearing extremely blighted slum areas. This is, however, only one of many possible approaches to urban renewal. That Metropolitan Asheville has areas with varying degrees of blight, of functional obsolescence and that problems exist in non-blighted areas which can create tomorrow's slum is verified by the Study Area Analyses. These varied problems require a comprehensive renewal program which attacks environmental blight from many different directions. An approach limited to a single clearance project or two will not successfully eliminate or prevent the extension of blight and slums.

The Asheville Metropolitan Area cannot expect to even partially correct blighting conditions or to ever prevent the continuous creation of such conditions without recognizing and supporting the need for a broad program of renewal on a long range basis. This report represents the consultant's recommendations regarding the Metropolitan Planning Board's initial efforts to develop a long range renewal plan.

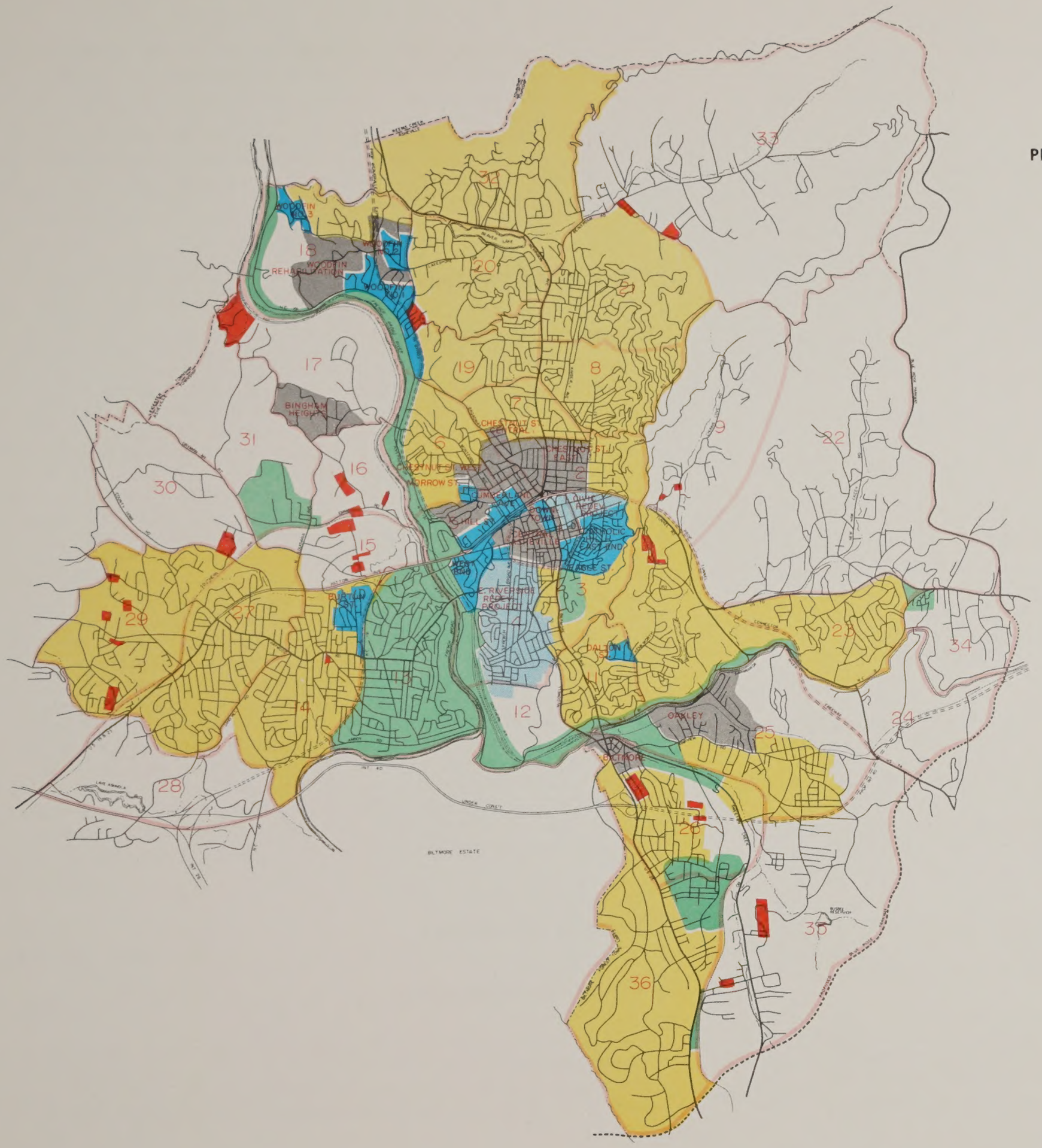
This chapter presents recommendations on renewal treatment for the Metropolitan Planning Area, identifies the tools available to assist in the effectuation of a total renewal program, and proposes specific rehabilitation and redevelopment projects. The effectiveness and achievement of the renewal program will be dependent upon the support and participation of the Metropolitan Area's governments and, most importantly, its' people.

GENERAL RENEWAL PLAN

A specific type of renewal treatment action is recommended for every portion of each study area within the Neighborhood Analysis Planning Area. These recommendations are shown on Map II. A definition of each type of proposed treatment is contained in Chapter I of this report.

Following is a discussion of the major recommendations of the General Renewal Plan. Recommendations on land use, streets, community facilities and services, beautification, planning controls and other factors can be found in the Study Area Analyses, Chapter III.

PROPOSED RENEWAL TREATMENT



LEGEND:

- CONSERVATION
- REHABILITATION TREATMENT
- REHABILITATION PROJECT
- REDEVELOPMENT PROJECT
- DEVELOPMENT PLANNING & REGULATION
- INTENSE CODE ENFORCEMENT

MAP 2

THE PLAN RECOMMENDS .....

CONSERVATION

Conservation is the type of treatment recommended for the majority of the Planning Area. Basically the only need is to maintain the existing environmental conditions through a continuation of responsible structural and site maintenance by property owners, the administration of sound planning controls and building and housing codes, the adequate provision of community facilities and services, and the continuation of a comprehensive planning program. Many of the conservation areas contain small pockets of blight where intense code enforcement is recommended. These areas are defined on the Renewal Treatment Map.

THE PLAN RECOMMENDS .....

DEVELOPMENT PLANNING AND REGULATION

The preparation of detailed development plans and the adoption and administration of planning controls is recommended in the sparsely developed parts of the Planning Area. The following actions are needed in areas designated for this type of treatment:

- - adoption of extra-territorial zoning controls within the City of Asheville's one mile jurisdiction and of county zoning in the remainder of the unincorporated sections.

- - adoption of county subdivision regulations to assure orderly development in the outlying areas where the largest amount of subdivision activity will occur.

- - adoption of county building and housing codes in the unincorporated sections of the Planning Area and the creation of proper enforcement organization.

- - top priority should be given to the preparation of detailed neighborhood development plans in these areas by the Metropolitan Planning Board.

- - encouragement should be given to the creation of community planning associations in Study Area 9 (Chunn's Cove), Study Area 22 (Haw Creek) and Study Area 33 (Beaverdam) to look after and guide the development of these Areas. The role of these proposed organizations is explained in the analysis of each Study Area in Chapter III.

THE PLAN RECOMMENDS .....

REHABILITATION TREATMENT

Rehabilitation treatment is proposed at a number of locations throughout the Planning Area (see Map II). It is recommended that the Metropolitan Planning Board assume direct responsibility for the rehabilitation treatment programs.

Rehabilitation treatment programs will involve part or all of the following actions: intensive code enforcement; repair, upgrading and expansion of public facilities and services; encouragement of beautification and open land projects; adequate social and educational programs; adoption of additional planning controls and the promotion of neighborhood organization. The Metropolitan Planning Board should prepare a detailed plan for coordination of these actions. The provision of adequate attention to rehabilitation treatment areas is a very important aspect of the total renewal effort because of the long range blight prevention benefits which can be realized. The promotion of local self-help organizations and the commitment and support of local government is the key to an effective rehabilitation treatment program.

THE PLAN RECOMMENDS .....

REHABILITATION PROJECT

Eight areas have been designated as potential federally sponsored Rehabilitation Projects. These are blighted areas with the potential for decline to an advanced degree of deterioration and moderately blighted but

functionally obsolete sections. Two of the proposed projects are located in the unincorporated part of the Planning Area and would have to be undertaken by a county renewal commission. This report recommends the passage of state legislation enabling Buncombe County to undertake federally sponsored renewal projects. Six of the projects are located within the city limits where the Asheville Redevelopment Commission is authorized to operate. They, are, in order of priority:

1) Chestnut Street East Rehabilitation Project
2) Chestnut Street Central Rehabilitation Project
3) Chestnut Street West Rehabilitation Project
4) Central Asheville Rehabilitation Project
5) Biltmore Rehabilitation Project
6) Oakley Rehabilitation Project

The proposed time schedule for starting these projects would be based upon the operational capabilities of the Redevelopment Commission and upon Asheville's financial position during future years. This report makes no attempt to analyze the financial aspects of the proposed rehabilitation projects. Because of the need for detailed structural surveys to ascertain which buildings can be rehabilitated and which would require acquisition and demolition, no cost estimates are projected for these projects. It is recommended that a Community Renewal Program, for which federal financial assistance is available, be undertaken to thoroughly investigate the project financing, in conjunction with the City's Public Improvements Program, which is a feasible time schedule for project execution and completion.

What is presented here is a general guide which identifies the needed rehabilitation project areas and recommends the order in which they should be undertaken.

PRIORITY NUMBER 1

CHESTNUT STREET EAST REHABILITATION PROJECT

Condition - Geographically desirable area of scattered sub-standard housing and obsolete structures. Definite decline in recent years because of poor structural and site maintenance and threat of apartment conversion of older single-family structures. Danger of continued decline unless a well-coordinated and comprehensive program is initiated.

Objective - To eliminate existing problems and retard deterioration in order to restore a desirable overall environment and make it a functionally sound area. Land use would be a mixture of single-family residences, apartments and offices. Little acquisition would be necessary. Organized improvement effort by property owners, improved public facilities, and spot clearance, combined with natural growth and the recently adopted RA-M Zoning could create one of the most pleasant and convenient sections in Asheville.

PRIORITY NUMBER 2

CHESTNUT STREET CENTRAL REHABILITATION PROJECT

The existing conditions and objectives of this project are basically identical to those of the Chestnut Street East Project. In addition, this project would assure the proper development of Broadway, a major street, which will require improvements and undergo a transition in land usage as it gains importance with the completion of the Weaverville Freeway and the growth of Asheville-Biltmore College.

PRIORITY NUMBER 3

CHESTNUT STREET WEST REHABILITATION PROJECT

The existing conditions and objectives are similar to those of the other Chestnut Street projects.

PRIORITY NUMBER 4

CENTRAL ASHEVILLE REHABILITATION PROJECT

Condition - Sixty-four percent of the buildings within the project area need some type of repair. There is a high degree of obsolescence with most buildings in the retail core over 50 years old. There are two redevelopment projects proposed in the Central Asheville Area

which are over 75 percent substandard. The Area is generally unattractive, functionally obsolete, and contains many inappropriately located land uses. Failure to take corrective action will result in a weak, problem plagued central core which cannot compete with modern, convenient outlying commercial areas.

Objective - Upgrade and strengthen Central Asheville to assure a functionally sound, attractive, and competitive commercial core for Metropolitan Asheville. Central business district development plan should be prepared prior to start of this project. Cooperation of property owners will be essential as private improvements are necessary to compliment beautification, spot clearance, street improvements and other public efforts. This project should be undertaken simultaneously with the Downtown Redevelopment Project.

PRIORITY NUMBER 5

BILTMORE REHABILITATION PROJECT

Condition - Heavy traffic congestion, inappropriately located land uses, and generally unattractive conditions are intermixed with what remains of the charm and architectural features of the Biltmore Village. Uncontrolled signs and construction design is rapidly diminishing the prospects of retaining Biltmore's unique, quiet character.

Objective - To retain the charm and unique architectural design of Biltmore, and to make it a functionally sound office retail area which can effectively compete with future commercial complexes in the Metropolitan Area. Rehabilitation of structures, spot clearance of undesirable structures and land uses, redesign of streets, proper legal controls, and other action in accord with an overall project area plan will be necessary to achieve this goal. Future thoroughfare decisions for the Metropolitan Area will be of major importance to the success of the Biltmore Project.

PRIORITY NUMBER 6

OAKLEY REHABILITATION PROJECT

Condition - Scattered sub-standard structures with three small sections (Dogwood Road - Springdale, junction of Fairview Road and Glendale, and along Stoner Road) where total clearance is needed is the major problem in this project area. Other blighting factors are unattractive industrial activities, mixed land use, narrow, poorly platted streets, dangerous intersections and street alignment, uncontrolled outside storage and poor maintenance. Blighting conditions are of sufficient quantity to prove detrimental to standard structures and to the overall environment. Total clearance and redevelopment will be the only corrective action if further deterioration is not prevented.

Objective - To prevent the necessity for costly redevelopment project action in the future by eliminating the existing blight, and to create a sound environment where residences can be protected from industrial uses through proper street and site design. By the time this project is undertaken, the industrial portions of the project area might be expanded, if the need exists, by limited clearance action.

THE PLAN RECOMMENDS .....

REDEVELOPMENT PROJECT

Nine possible clearance and redevelopment projects are recommended to be undertaken by the Redevelopment Commission of the City of Asheville. Priorities are suggested for each project; however, the financial feasibility of executing these projects should be thoroughly investigated by the Metropolitan Planning Board's Public Improvement Program. The Improvements Program could substantially revise the schedule set forth in this report, and it and other more detailed studies needed prior to project execution might eliminate or change certain projects.

The Plan recommended here is a general guide for those responsible for deciding on future redevelopment projects. It is not rigid; it should be revised when changing situations demand a different course of action. Asheville's initial renewal projects were evident to community and governmental leaders, but

major questions must be answered before undertaking subsequent projects. What should project priority be? What is the financial limit of participation in renewal? Can the continued relocation of families be adequately handled? To answer those and other equally important questions, the Metropolitan Planning Board should be charged with the responsibility for detailing a Community Renewal Program. However, this Plan will serve as a point of departure as it identifies redevelopment projects, suggests priorities, makes general cost projections, points out needs and provides a wealth of additional data to aid those making decisions.

Following is a discussion of each proposed redevelopment project. The Redevelopment Commission provided advisory assistance in preparing the cost projections. The cost analysis is based on current property appraisals, current land sale value, project costs experienced in certain phases of Asheville's present projects and past operating cost of the Redevelopment Commission. Cost analyses for these projects assume that each project will be carried out separately. Should more than one project be in operation at the same time, administrative costs might be reduced considerably. The non-federal share for each project does not include estimated cash or non-cash credits which might be applied to the local share.

The selected areas were delineated based upon the findings of the Study Area Analyses in Chapter III. Each of the project areas contain 50 percent or more substandard housing based on the external structural conditions survey conducted for this study. State law requires 66 2/3 percent sub-standard structures for residential projects and 50 percent for non-residential projects; however, it is believed that more detailed interior inspections would place all of the proposed projects in the two-thirds blighted category.

PRIORITY NUMBER 1

BURTON STREET REDEVELOPMENT PROJECT

Location:	Northeast part of Study Area 14, West Unit. General boundary description: rear lot lines of Patton Avenue on the north, 191 by-pass on the east, Haywood Street, and rear lot lines to south of Downing Street on the south and Florida Avenue on the west.
Project Size:	84 Acres
Present Use:	Single Family Residential
Structures:	54% Sub-standard
Conditions:	Sub-standard structures, poorly platted lots and streets, unpaved streets, outside storage, poor property maintenance, dangerous streets, inadequate playgrounds, odd shaped vacant parcels.
Possible Re-use:	Moderate income residential or public housing.

The Burton Street Project is a first priority recommendation because the area can be acquired and cleared with a minimum of displacement. It could then be redeveloped with either moderate income housing or public housing to serve as a relocation resource for families and individuals displaced by other proposed clearance projects. In short, this would be a project of minimum displacement with maximum relocation housing potential. The F.H.A 221 D 3 program should be considered if the re-use is for moderate income residences or multi-family units.

The cost estimates for this project depend upon the re-use plans for public housing. If re-use is 100 percent public housing, it could become a non-cost project, or if partially used for public housing, the local share will be negligible because of non-cash credits.

Cost Analysis - Burton Street

Land Acquisition	$1,250,000.
Planning & Administration	250,000.
Demolition	60,000.
Site Improvements	300,000.
Gross Cost	$1,860,000.

Re-Sale Value (70 net acres @ $7000)	490,000.
Net Cost	$1,370,000.
Federal Share (includes $1000,00 relocation cost)	1,013,334.
Local Cost	456,666.

PRIORITY NUMBER 2

CUMBERLAND AVENUE REDEVELOPMENT PROJECT

Location:	Southeast part of Study Area 5, North Central Unit. General boundary description: Blake and Elizabeth Streets on the north, Flint Street on the east, East-West Expressway on the south, Montford Avenue on the west.
Project Size:	35 Acres
Present Use:	Single-family and multi family residential
Structures:	41% Sub-standard
Conditions:	Sub-standard structures, poorly maintained property, commercial intrusion, apartment conversions, obsolete structures.
Possible Re-Use:	Civic Auditorium-Exhibition Hall Complex

This area is a possible site for the proposed Civic Auditorium-Exhibition Hall complex. If selected, the site could be acquired, cleared and improved as an urban renewal project with considerable savings to the City of Asheville.

This project was recommended by the Consultant and given a high priority because of the possible public re-use. If public re-use does not prove desirable, the area should be included as part of the Chestnut Street Central Rehabilitation Project. The objective of the proposed Rehabilitation Project would be to upgrade present uses in the area and encourage the development of apartments and offices permitted under present RA-M zoning.

Cost Analysis - Cumberland Avenue

Land Acquisition	$2,000,000.
Planning & Administration	350,000.
Demolition	75,000.
Site Improvements	150,000.
Gross Cost	$2,575,000.
Re-Sale Value (25 net acres @ $20,000)	500,000.
Net Cost	$2,075,000.
Federal Share (includes $175,000 relocation cost)	1,558,334.
Local Cost	691,666.

PRIORITY NUMBER 3

WEST END REDEVELOPMENT PROJECT

Location:	North part of Study Area 4, South Central Unit. General boundary description: Patton Avenue on the north, Clingman Street on the east and south, Riverside Drive and Roberts Street on the west.
Project Size:	105 Acres
Present Use:	Heavy commercial and residential
Structures:	72% Sub-standard
Conditions:	Sub-standard structures, obsolete structures, mixed land use, poor building and site maintenance,

	inadequate streets, outside storage, overcrowded conditions.
Possible Re-Use:	Moderate income residential and commercial

The West End Project area is one of almost total blight and obsolescence. It is recommended as a high priority project because of the extreme blight conditions and location adjacent to the existing East Riverside Project. This project would complement the rehabilitation efforts in East Riverside and complete the upgrading of all land lying immediately southwest of the central business district.

Cost Analysis - West End

Land Acquisition	$2,500,000.
Planning & Administration	425,000.
Demolition	120,000.
Site Improvements	750,000.
Gross Cost	$3,795,000.
Re-Sale Value (90 net acres @ $7,000)	630,000.
Net Cost	$3,165,000.
Federal Share (includes $350,000 relocation cost)	2,460,000.
Local Cost	1,055,000.

PRIORITY NUMBER 4

HILL STREET REDEVELOPMENT PROJECT

Location:	South central part of Study Area 5, North-Central Unit. General boundary description: south of Houston Street on the north, Montford Avenue on the east, East-West Expressway on the south, and Hall Street on the west.
Project Size:	62 Acres
Present Use:	Single family residential
Structures:	59% sub-standard
Conditions:	Unpaved streets, poorly platted lots and streets, odd shaped vacant parcels, substandard structures, general obsolescence, poor maintenance.
Possible re-use:	Residential and public

This project lies to the north of the proposed West End Project and immediately west of the proposed Cumberland Avenue Project. It will easily qualify for clearance and redevelopment. Re-use could be single family residential. Also re-use for public facilities might be desirable because of the area's central location and accessibility to the Metropolitan Expressway System.

Cost Analysis - Hill Street

Land Acquisition	$2,000,000.
Planning & Administration	275,000.
Demolition	60,000.
Site Improvements	350,000.
Gross Cost	$2,685,000.
Re-Sale Value (55 net acres @ $5,000)	275,000.
Net Cost	$2,410,000.
Federal Share (includes 150,000 relocation cost)	1,756,667.
Local Cost	803,333.

PRIORITY NUMBER 5

EAGLE STREET REDEVELOPMENT AREA

Location:	Southeast part of Study Area 1. General boundary description: Marjorie Street on the

	north, Valley Street on the east, Southside Avenue on the south and Biltmore Avenue on the west.
Project Size:	24 Acres
Present Use:	Secondary business use and wholesaling
Structures:	92% Sub-standard
Conditions:	Functionally obsolete, high rate of sub-standard structures, poor property maintenance, incompatible land uses, poor traffic circulation, blighted vacant land, congestion.
Possible Re-use:	Commercial and wholesale

The Eagle Street Project would be part of a comprehensive effort to revitalize downtown Asheville. Redevelopment of this area would be complemented by adjacent renewal projects to the east and west and the governmental complex to the north. This project should be closely coordinated with the proposed Central Asheville Rehabilitation Project.

Cost Analysis - Eagle Street

Land Acquisition	$2,500,000.
Planning & Administration	550,000.
Demolition	200,000.
Site Improvements	400,000.
Gross Cost	$3,650,000.
Re-Sale Value (22 net acres @ $30,000)	660,000.
Net Cost	$2,990,000.
Federal Share (includes $500,000 relocation cost)	2,493,334.
Local	996,666.

PRIORITY NUMBER 6

CATHOLIC HILL - EAST END REDEVELOPMENT PROJECT

Location:	Northern part of Study Area 3, South-Central Study Unit. General boundary description: Popular Street on the north, a line generally following the limit of dense development on the east, Carroll Street on the south and Valley Street on the west.
Project Size:	147 Acres
Present Use:	Residential, commercial along Valley Street.
Structures:	61% Sub-standard
Conditions:	Sub-standard structures, poorly platted streets and lots, overcrowded conditions, mixed land use, unpaved streets, obsolescence, unusable vacant land, dangerous traffic conditions.
Possible Re-Use:	Mixture of residential uses.

The Catholic Hill-East End Project Area is one of very blighted conditions occupying what could be highly desirable centrally located residential land. This area will continue to decline until subjected to a major renewal effort; however, the massive relocation problem involved in this section could postpone redevelopment possibilities for a considerable period of time.

This project was given a low priority because of relocation problems which dictate that it follow other projects which might provide relocation housing and the high financial cost involved. If relocation problems still exist, when the start of the Catholic Hill Project is considered, a General Neighborhood Renewal Program should be undertaken. This would permit phasing of the project by dividing it into a reasonable number of sections and undertaking each separately without an increase in cost.

Cost Analysis - Catholic Hill-East End

Land Acquisition	$4,000,000.
Planning & Administration	700,000.
Demolition	180,000.
Site Improvements	1,250,000.
Gross Cost	$6,130,000.
Re-Sale Value (130 net acres @ $7,000)	910,000.
Net Cost	$5,220,000.
Federal Share (includes $540,000 relocation cost)	3,986,667.
Local	1,773,333.

PRIORITY NUMBER 7

DALTON STREET REDEVELOPMENT PROJECT

Location:	Northeast part of Study Area 11, Kenilworth Unit. General boundary Description: Battle Road on the north and east, Wyoming Road on the south and Keebler Street on the west.
Project Size;	31 Acres
Present Use:	Single-family residential
Structures:	60% Sub-standard
Conditions:	Sub-standard structures, poor maintenance, unpaved streets.
Possible Re-Use:	Moderate income residential

The Dalton Street Project is located within a large section of standard environmental conditions. Clearance and redevelopment is the only hope for upgrading the area. Such action would remove the threat of blighting conditions spreading into adjacent residential land and enhance property values throughout this part of Kenilworth.

Cost Analysis - Dalton Street

Land Acquisition	$1,000,000.
Planning & Administration	150,000.
Demolition	50,000.
Site Improvements	150,000.
Gross Cost	$1,350,000.
Re-Sale Value (25 net acres @ $5,000)	125,000.
Net Cost	$1,225,000.
Federal Share (includes $30,000 relocation cost)	848,667.
Local Cost	406,333.

PRIORITY NUMBER 8

MORROW STREET REDEVELOPMENT PROJECT

Location:	Small section partially in southern part of Study Area 6 and northern part of Study Area 5 in the North Central Unit. General boundary description: south of Birch Street on the north, Pearson Drive on the east, Courtland Avenue on the south and the Riverside Cemetery on the west.
Project Size:	23 Acres
Present Use:	Single-family residential
Structures:	75% Sub-standard
Conditions:	Sub-standard structures, poor site and building maintenance poorly platted lots and streets, unpaved streets, general obsolescence.
Possible Re-Use:	Moderate income residential or public housing.

The Morrow Street Project would eliminate a small section of extremely blighted conditions at a relatively low cost. If redeveloped for public housing this could be a non-cost project because of the non-cash credit which would be accrued.

Cost Analysis - Morrow Street

Land Acquisition	$500,000.
Planning & Administration	150,000.
Demolition	30,000.
Site Improvements	250,000.
Gross Cost	$930,000.
Re-Sale Value (14 net acres @ $5,000)	70,000.
Net Cost	$860,000.
Federal Share (includes $60,000 relocation cost)	633,334.
Local Cost	286,666.

PRIORITY FLEXIBLE

DOWNTOWN REDEVELOPMENT PROJECT

Location:	North central part of Study Area 1. (CBD). General boundary description: East-West Expressway on the north; Broadway on the east; College Street on the south and the rear line of properties facing Haywood on the west.
Project Size:	24 Acres
Present Use:	Secondary commercial and wholesaling
Structures:	93% Sub-standard
Conditions:	Almost completely blighted and sub-standard, functionally obsolete structures, poor property maintenance, general unattractiveness, overcrowded land
Possible Re-Use:	Primary retail business and service uses.

This project area is destined to remain blighted and to experience continued decline without an organized effort to acquire and clear the entire area. Redevelopment of this area would provide Asheville with an unique opportunity to expand the retail core as one compact unit. This would prevent the development of a separate retail core area in downtown Asheville which could lessen the CBD's effectiveness as a competitive commercial center.

A plan for the entire central business district must be completed prior to initiating this project. This would be a prerequisite for qualification as a federal urban renewal project. Execution of this project should be fully coordinated with the proposed Central Asheville Rehabilitation Project.

Cost Analysis - Downtown Project

Land Acquisition	$5,000,000
Planning & Administration	550,000.
Demolition	200,000.
Site Improvements	650,000.
Gross Cost	$6,400,000.
Re-Sale Value (12 net acres @$6.00 per square foot)	3,136,320.
Net Cost	3,263,320.
Federal Share (includes $600,000 relocation cost)	2,775,787.
Local Cost	1,087,893.

SUMMARY OF COST ANALYSIS, PROPOSED REDEVELOPMENT PROJECTS

PROJECT	ACQUISITION	OPERATIONAL COST	DEMOLITION	IMPROVEMENTS	RE-SALE VALUE	NET COST	RELOCATION COST	FEDERAL SHARE	LOCAL SHARE
Burton St.	1,250,000	250,000	60,000	300,000	490,000	1,370,000	100,000	1,013,334	456,666
Cumberland Ave.	2,000,000	350,000	75,000	150,000	500,000	2,075,000	175,000	1,558,334	691,666
West End	2,500,000	425,000	120,000	750,000	630,000	3,165,000	350,000	2,460,000	1,055,000
Hill St.	2,000,000	275,000	60,000	350,000	275,000	2,410,000	150,000	1,756,667	803,333
Eagle St.	2,500,000	550,000	200,000	400,000	660,000	2,990,000	500,000	2,493,334	996,666
Catholic Hill	4,000,000	700,000	180,000	1,250,000	910,000	5,220,000	540,000	3,986,667	1,773,333
Dalton St.	1,000,000	150,000	5,000	150,000	125,000	1,225,000	30,000	848,667	406,333
Morrow St.	500,000	150,000	30,000	250,000	70,000	860,000	60,000	633,334	286,666
Downtown Ashe.	5,000,000	550,000	200,000	650,000	3,136,320	3,263,320	600,000	2,775,787	1,087,893
	20,750,000	3,400,000	975,000	4,250,000	6,796,320	22,578,320	2,505,000	17,526,124	7,557,556

THE PLAN RECOMMENDS .....

COUNTY REDEVELOPMENT COMMISSION

The Study Area Analyses identified a number of blighting conditions in the unincorporated portion of the Planning Area. Much of this blight is scattered and is not too detrimental because of location in areas of sparse development. However, several concentrations do exist where environmental improvement is highly improbable without rehabilitation or redevelopment project action. Two rehabilitation projects and three redevelopment projects have been identified. They are:

Woodfin Rehabilitation Project
Bingham Heights Rehabilitation Project
Woodfin #1 Redevelopment Project
Woodfin #2 Redevelopment Project
Woodfin #3 Redevelopment Project

It is recommended that Buncombe County establish a redevelopment commission. County renewal programs could prove more effective than centrally located projects. They would be more preventative in nature and will be much less costly to undertake now than at later dates when urbanization is greater.

Federal law permits counties to undertake renewal programs similar to those now underway in Asheville; however, the North Carolina general urban renewal enabling legislation does not enable counties to engage in renewal. Buncombe County, therefore, should seek passage of a special act enabling it to undertake renewal work. Top priority should be given to passage of such legislation and organization of a redevelopment commission.

THE PLAN RECOMMENDS .....

A TOTAL RENEWAL PROGRAM

Social and Educational Renewal

The problem of blight cannot be solved without being complemented by equally effective programs of human

and social renewal. Physical improvements do not cure all of the ills of the slum environment. Data on characteristics of families living in sub-standard housing and on social conditions clearly demonstrates the need for more than physical renewal. An excellent example is the high frequency of adverse social conditions found in existing public housing projects.

To this end, the existing programs of the Buncombe County Planning Council, the County Welfare Department, the Economic Opportunity Corporation, and other such agencies should be made a definite part of the total renewal program. The ways and means of involving social and educational programs should be explored and a general plan for undertaking such action prepared. Social planning should be increasingly related to physical and economic planning in the Metropolitan Area.

THE PLAN RECOMMENDS .....

TOOLS OF RENEWAL

This section presents a brief discussion of the more important tools which are available to Metropolitan Asheville for implementation of a total renewal program. These tools will complement the different treatments and projects recommended previously in this chapter.

PROMOTION OF NEIGHBORHOOD GROUPS

Organizations involving participation of citizens in neighborhood problems should be strengthened or established when not existent. The Metropolitan Planning Board should be charged with the responsibility of promoting and directing these organizations. Responsible property owners and self-help projects will be an important contributing factor to the success of the Metropolitan Area's renewal efforts.

CODE ENFORCEMENT

A strong code enforcement program is an effective tool for preventing blight and for immediate improvements to problem areas. The existing Asheville code enforcement program and proposed County program should consider use of the following federal aids:

Demolition Grant Program- This program provides grants to finance up to 2/3 of the cost of demolishing structurally unsound buildings which the governing body is authorized by law to demolish.

Designated Code Enforcement Program- Grants are available under this program when the City or County designates areas as intense code enforcement projects. The Rehabilitation Treatment Areas designated in the General Renewal Plan would qualify as intense code enforcement areas. Two-thirds grants are available for legal fees, environmental improvements, and landscaping, as well as demolition costs. Additional assistance is available in the form of grants and low interest loans to property owners.

OPEN SPACE LAND PROGRAM

Fifty percent federal grants are available for both the acquisition and development of land for open space. To qualify the Metropolitan Area must have an Open Space Acquisition Plan. It is recommended that the Metropolitan Planning Board prepare such a plan for the entire Metropolitan Area. Urban planning grants will pay 2/3 of the cost for preparing such studies.

URBAN BEAUTIFICATION AIDS

Federal financial assistance is available for development of parks, malls, walks, street lighting, landscaping, tree planting and other aids to beautification. Eligibility is based on existence of a Beautification Plan. Grants are available to equal 50 percent of the amount of an approved program which exceeds the usual average local expenditures for such purposes during the preceeding years.

COORDINATED DIRECTION

As is evident by this study, a comprehensive renewal program and planning program involves the following agencies, among others:

Metropolitan Planning Board
Asheville Redevelopment Commission
Proposed County Redevelopment Commission
Asheville Housing Authority
Asheville Code Enforcement Personnel
Proposed County Code Enforcement
County Welfare Department
Buncombe County Planning Council
Private Community Groups
Social Agencies

AND

a multitude of federal program possibilities.

It is recommended that consideration be given to the establishment of a Council of Metropolitan Governments to coordinate the various physical, social and economic planning activities. The Council could consist of the heads of government with varied voting power based on size. Function would be to coordinate planning and development, make sure agencies do not work at cross purposes, and provide knowledge on the selection of the right federal programs.

Staffing for the Council should be very limited and should not be engaged in the actual preparation of reports or carrying out of programs. The Council's staff director would, in effect, be the Director of Urban Coordination and Development with direct responsibility to the political leaders of government.